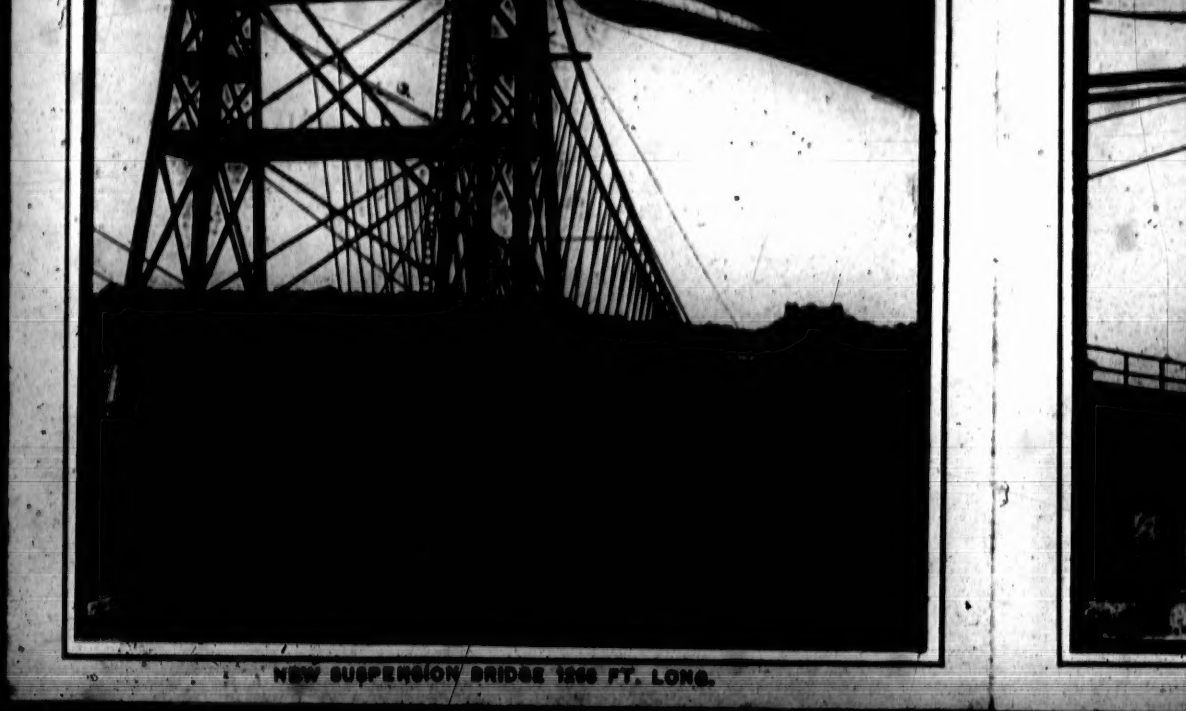

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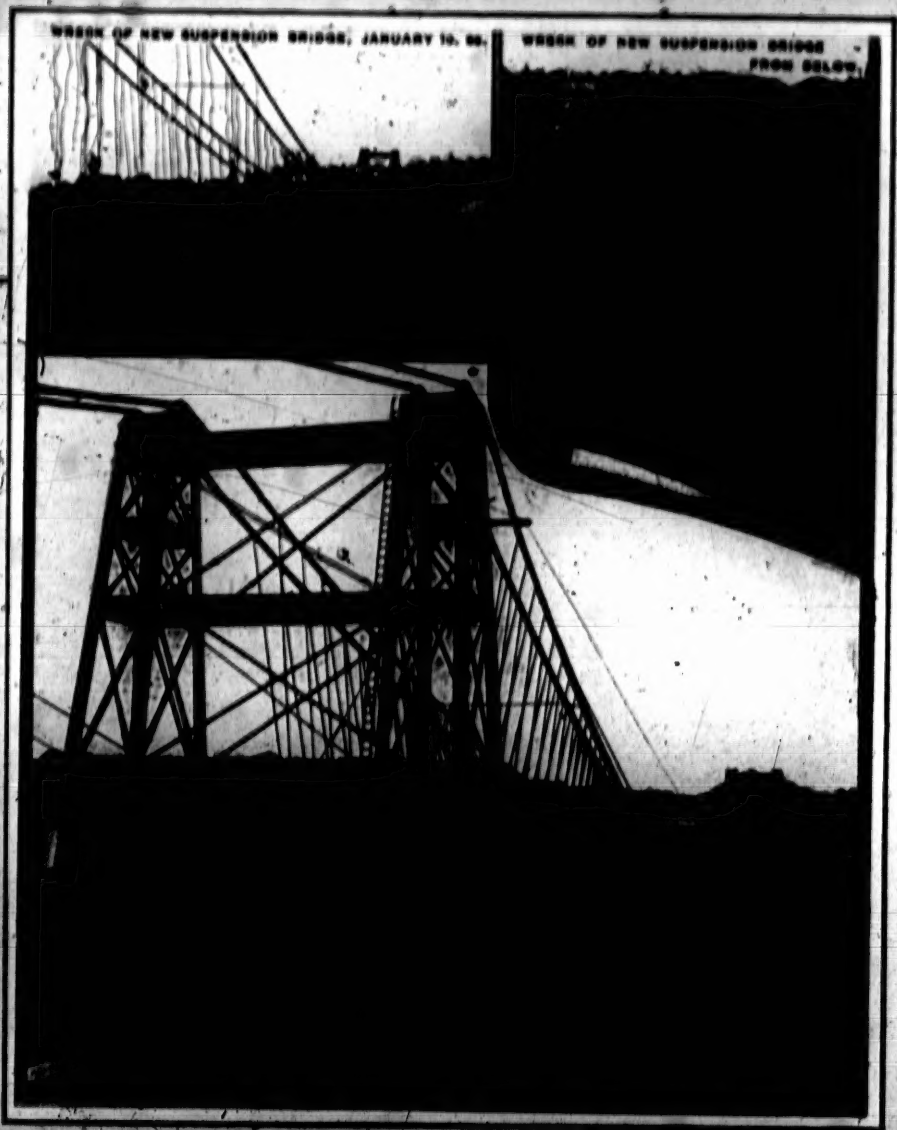

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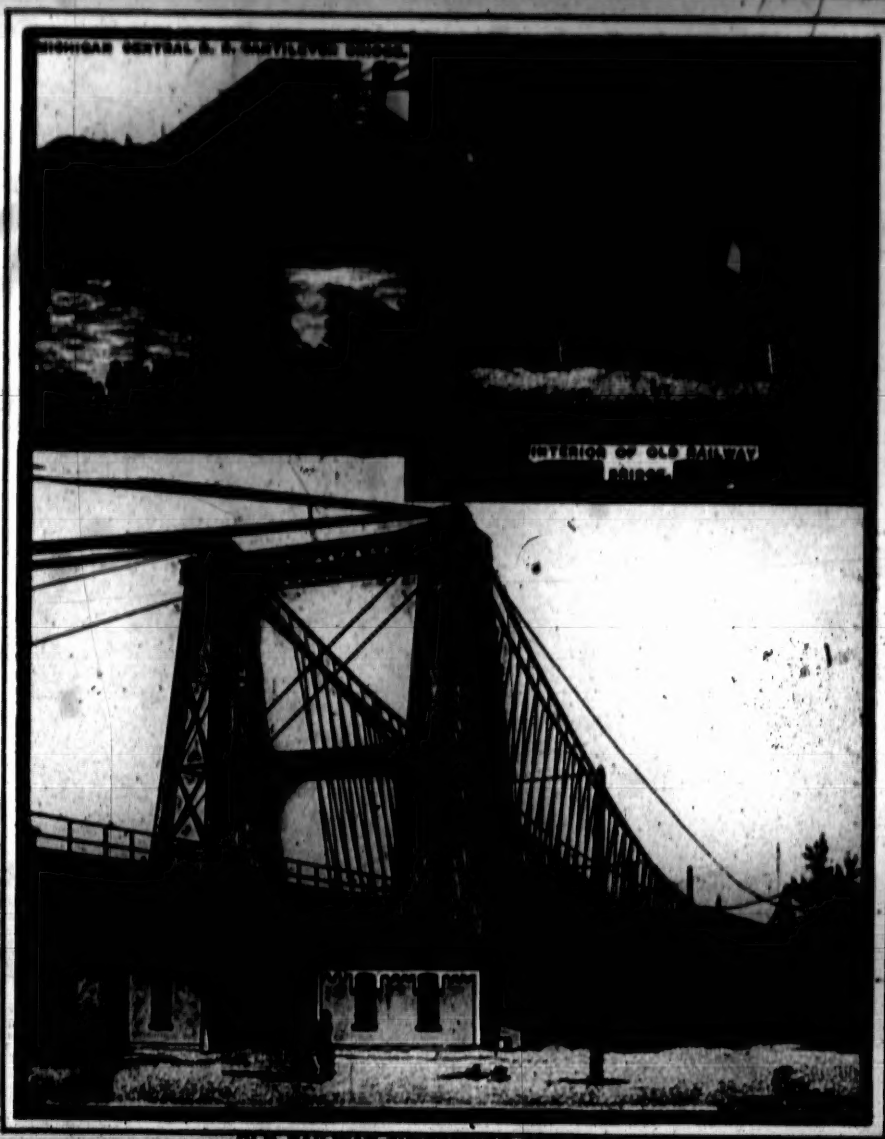

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ICE MOUNTAIN ON WASHINGTON'S BIRTHDAY, FEB. 22, 97.

ROCK OF AGES IN WINTER.

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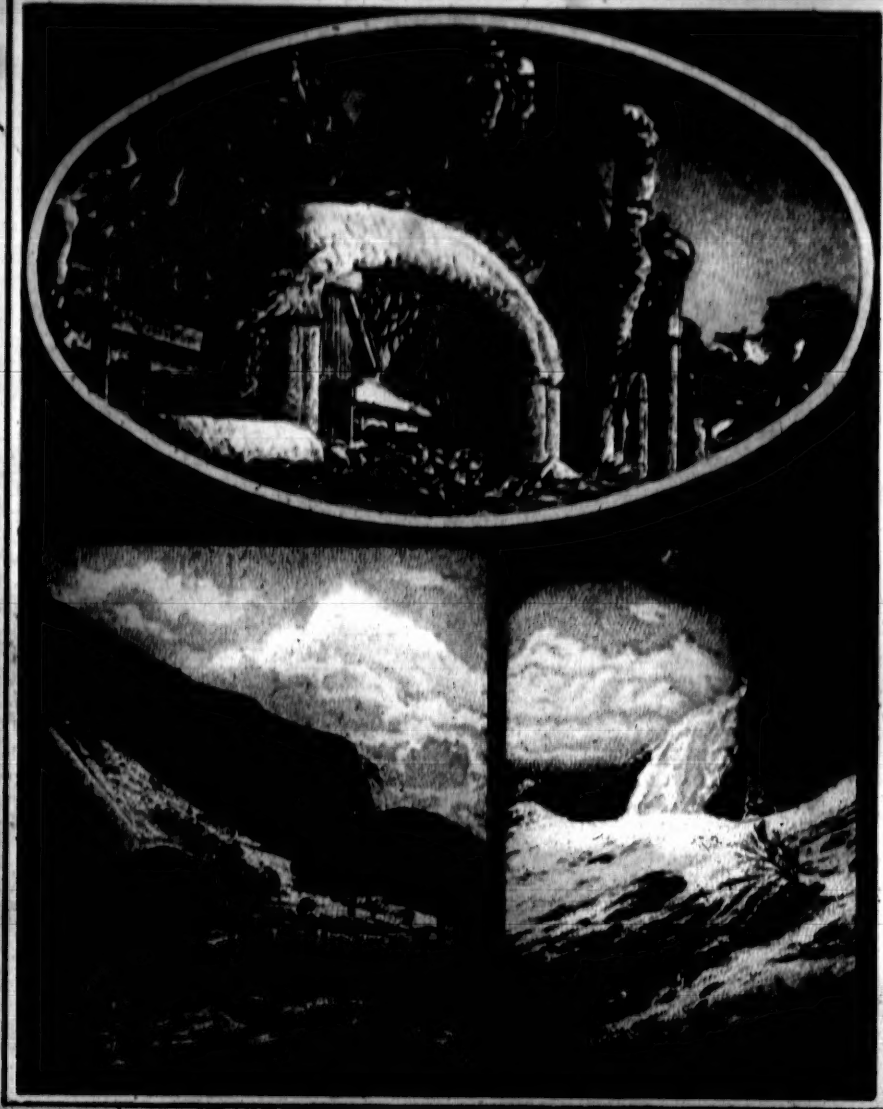

ICE MOUNTAIN ON WASHINGTON'S BIRTHDAY, FEB. 22, 87.

ROCK OF AGES IN WINTER.

ICE BRIDGE AND HORSESHOE FALLS IN THE DISTANCE

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ICE BRIDGE AND HORSESHOE FALLS IN THE DISTANCE.

WHIRLPOOL RAPIDS SHOWING
WHERE CAPT. WEBB WAS KILLED.

THE MILLER & BRUNDAGE COACH Co's STABLES, NIAGARA FALLS.

Within its cover will be found much valuable Information and a ready guide and adviser to the visitor.

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Bath Island 17
Goat Island 17
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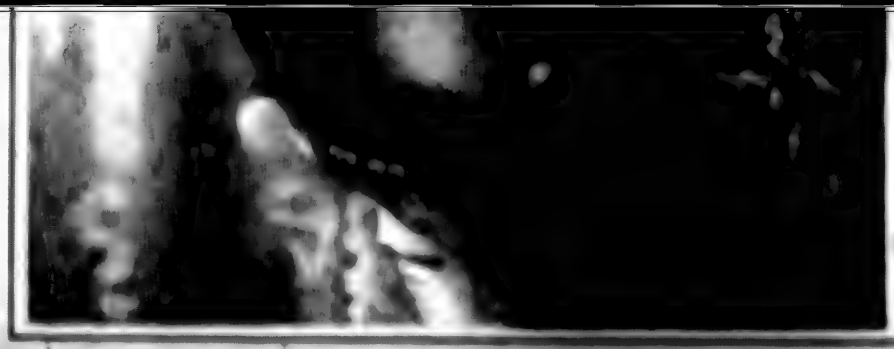

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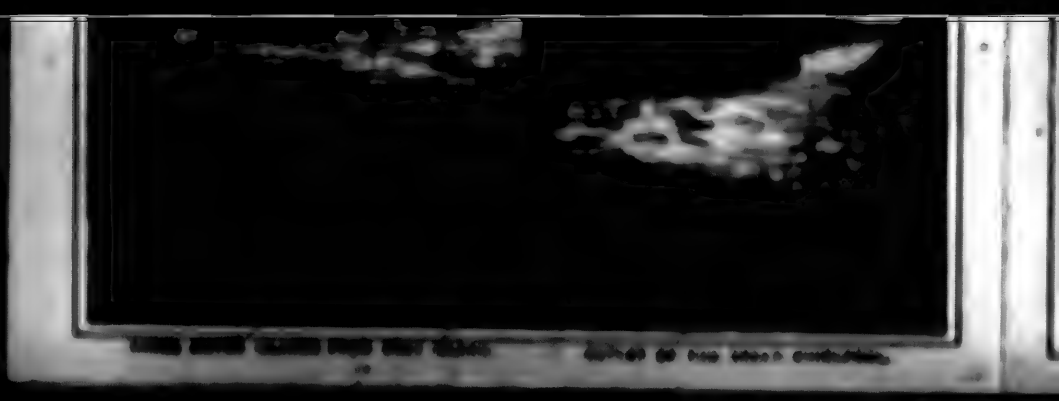
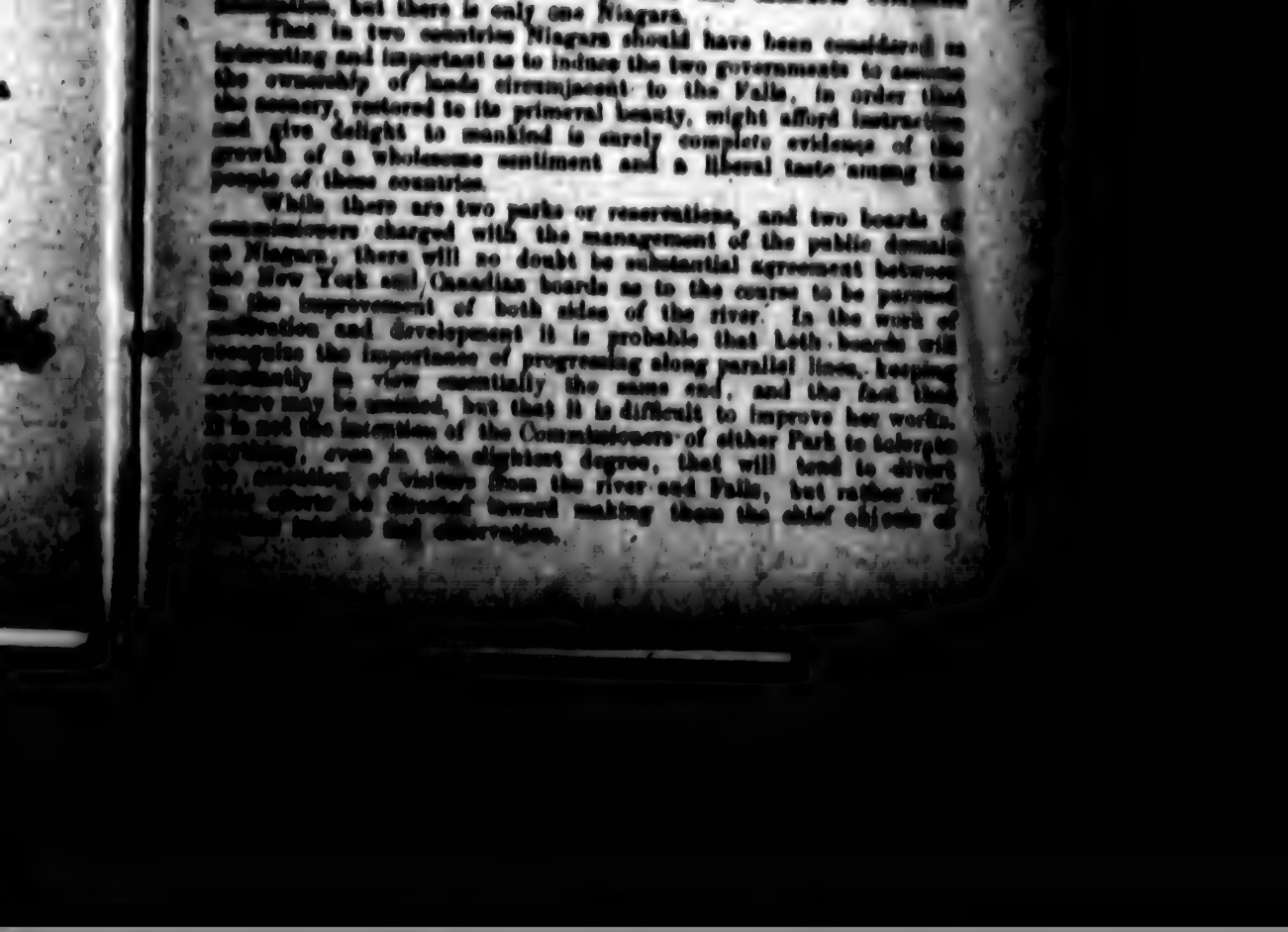
The Commissioners of the Queen Victoria Niagara Falls Park.

Casimir Stanislaus Gzowski A. D. C. Chairman, Toronto.
John Woodburn Langmuir, Toronto.
John A. Orchard, Niagara Falls, Ont.
John Grant Macdonald, Toronto.
James Wilson, Superintendent, Niagara Falls, Ont.





That in two countries Niagara should have been considered so interesting and important as to induce the two governments to assume the ownership of lands circumjacent to the Falls, in order that the scenery, restored to its primeval beauty, might afford instruction and give delight to mankind is surely complete evidence of the growth of a wholesome sentiment and a liberal taste among the people of these countries.

While there are two parks or reservations, and two boards of commissioners charged with the management of the public domain at Niagara, there will no doubt be substantial agreement between the New York and Canadian boards as to the course to be pursued in the improvement of both sides of the river. In the work of restoration and development it is probable that both boards will recognize the importance of progressing along parallel lines, keeping constantly in view essentially the same end, and the fact that nature may be assisted, but that it is difficult to improve her works. It is not the intention of the Commissioners of either Park to tolerate anything, even in the slightest degree, that will tend to divert the attention of visitors from the river and Falls, but rather will their efforts be directed toward making them the chief objects of interest and observation.

Introduction.

Special Care has been taken in arranging this Guide to make it the most complete and accurate that has been issued.

Within its cover will be found much valuable Information and a ready guide and advisor to the visitor.

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The Commissioners of the State Reservation at Niagara.

Andrew H. Green, President, New York.
James Mooney, Buffalo.
John Hodge, Lockport.
John M. Bowers, New York.
Daniel Batchelor, Utica.
Henry R. Gregory, Treasurer and Secretary, New York.
Thomas V. Welch, Superintendent, Niagara Falls, N. Y.

The Commissioners of the Queen Victoria Niagara Falls Park.

Casimir Stanislaus Gzowski A. D. C. Chairman, Toronto.
John Woodburn Langmuir, Toronto.
John A. Orchard, Niagara Falls, Ont.
John Grant Macdonald, Toronto.
James Wilson, Superintendent, Niagara Falls, Ont.

Redeemed Niagara.

Of Niagara it can be truly said, it has been redeemed and no longer is the exceptional magnificence of the great cataract marred by man influenced only by the spirit of trade and personal advantage. Through the establishment of the State Reservation at Niagara on the American side of the river, and the Queen Victoria Niagara Falls Park on the Canadian side, Niagara has been freed from the dominant materialism of the age, and the final restoration of the scenery made possible.

The natural beauty of many falls and cataracts command admiration, but there is only one Niagara.

That in two countries Niagara should have been considered so interesting and important as to induce the two governments to assume the ownership of lands circumjacent to the Falls, in order that the scenery, restored to its primeval beauty, might afford instruction and give delight to mankind is surely complete evidence of the growth of a wholesome sentiment and a liberal taste among the people of these countries.

While there are two parks or reservations, and two boards of commissioners charged with the management of the public domain at Niagara, there will no doubt be substantial agreement between the New York and Canadian boards as to the course to be pursued in the improvement of both sides of the river. In the work of restoration and development it is probable that both boards will recognize the importance of progressing along parallel lines, keeping constantly in view essentially the same end, and the fact that nature may be assisted, but that it is difficult to improve her works. It is not the intention of the Commissioners of either Park to tolerate anything, even in the slightest degree, that will tend to divert the attention of visitors from the river and Falls, but rather will their efforts be directed toward making them the chief objects of interest and observation.

The contemplation of natural scenery unquestionably tends to refine the sentiments and elevate the mind, and it is entirely unnecessary to descant upon the important educating and moral influence of so majestic and marvelous a natural object as Niagara Falls. No other scene on earth more beautifully or grandly depicts the presence and power of the Supreme Being than does Niagara. It is while standing and viewing the sublime scenery of this stupendous waterfall that man notes his own weakness, and realises God's greatness.

As a result of the commendable public policy of the two governments, the visitor to Niagara to-day has the pleasure of viewing «the Imperial Cataract» in all its glory, its grandeur and beauty, without molestation and free of charge, and the most marvellous natur phenomenon in the world is now more attractive, and as a source of edification, and of pleasure, it will be increased and permanently improved.

The American Fall.

The American Fall is that portion of the cataract that lies between Prospect Point and Goat Island. It is 1000 feet across, and the Rapids just above it have a descent of 40 feet in half a mile. The height of the Fall is about the same as that of the Horseshoe Fall, but is does not recede near so rapidly, probably owing to the fact that the huge boulders at the foot of the Fall protect the soft stratum of rock from washing away, and thereby undermining the hard limestone rock, so as to cause it to break away.

The Horse-shoe Fall.

This portion of the cataract is sometimes called the Canadian Fall. It extends from Goat Island to the shore of the Dominion. The name Horse-shoe Fall was given to it owing to the fact that at the time it was named it was of horse-shoe shape, but it has changed considerably since then. The international boundary line runs through its centre. The contour of the Fall in 1842 was 2600 feet and the height 158 feet.

It is estimated that the volume of water passing over the Falls is about 15,000,000, cubic feet per minute or about one cubic mile

per week. The descent of the Cascade Rapid above the Horse-shoe Fall is nearly 55 feet in three quarters of a mile.

The First Description of Niagara.

The first description that is known to have been given of Niagara was by Father Hennepin in 1678. Hennepin was the priest and historian who accompanied Chevalier Robert de La Salle's party. They ascended the St. Lawrence river, built a trading post at Fort Niagara, visited the Falls, and about five miles above the cataract in Cayuga Creek, on the American side built a boat of 60 tons burden which they named the Griffin. She was the first vessel that ever floated on the great upper lakes, and set sail August 7, 1679. She went as far as Lake Huron, but on the return foundered, and several lives were lost.

In Hennepin's description he says:

Betwixt the Lake Ontario and Erie, there is a vast and prodigious Cadence of Water, which falls down after a surprising and astonishing manner, insomuch that the Universe does not afford its Parallel. 'Tis true, *Italy* and *Suedeland* boast of some such Things; but we may well say they are but sorry patterns, when compared to this of which we now speak. At the foot of this horrible Precipice, we meet with the River Niagara, which is not above a quarter of a League broad, but is wonderfully deep in some places. It is so rapid above this Descent, that it violently hurries down the wild Beasts while endeavoring to pass it to feed on the other side, they not being able to withstand the force of its Current, which inevitably casts them headlong above Six hundred foot high.

This wonderful Downfall is compounded of two cross-streams of Water, and two Falls, with an isle sloping along the middle of it. The Waters which fall from this horrible Precipice, do foam and boyl after the most hideous manner imaginable, making an outrageous Noise, more terrible than that of Thunder; for when the Wind blows out of the South, their dismal roaring may be heard more than Fifteen Leagues off.

The River Niagara having thrown itself down this incredible Precipice, continues its impetuous course for two Leagues together, to the great Rock (this »Rock« was a huge bolder or mass that was located on the river bank near the fort of what is known as

»the mountain«, just south of the village of Lewiston) with an inexpressible rapidity: But having passed that, its impetuosity relents, gliding along more gently for other two Leagues, till it arrives at the Lay *Ontario* or *Frontenac*.

Any Bark or greater Vessel may pass from the Fort to the foot of this huge Rock above mentioned. This Rock lies to the Westward, and is cut off from the Land by the River Niagara, about two Leagues further down than the great Fall, for which two Leagues the People are obliged to transport their goods overland; but the way is very good, and the Trees are very few, chiefly Firrs and Oaks.

From the great Fall unto this Rock, which is to the West of the River, the two brinks of it are so prodigiously high, that it would make one tremble to look steadily upon the Water, rolling along with a rapidity not to be imagined. Were it not for this vast Cataract, which interrupts Navigation, they might sail with Barks, or greater Vessels, more than Four hundred and fifty Leagues, crossing the Lake of Hurons, and reaching even to the farther end of the Lake Illinois, which two Lakes we may easily say are little Seas of fresh Water.«

This description it will be noticed is quite visionary, and somewhat exaggerated. He probably had no means of ascertaining the exact height of the Falls. He is supposed to have been the first white man to view the great wonder.

The History of the Niagara River.

In a very learned essay on »The History of the Niagara River«, by Prof. G. K. Gilbert, of the United States Geological Survey, which he read to the American Association for the Advancement of Science in Toronto, Ont., in August, 1889, and for which he has been honored by its publication in connection with the sixth annual report of the Commissioners of the State Reservation at Niagara, the author says, in speaking of the Niagara gorge, »that one might suspect, after a very hasty examination, the two sides had been cleft asunder by some Plutonic agency. But those who have made a study of the subject have reached the conclusion that the trench was excavated by running water, so that the strata of the two sides

are alike because they are parts of continuous sheets, from each of which a narrow strip has here been cut The contour of the cataract is subject to change. From time to time blocks of rock break away, falling into the pool below, and new shapes are then given to the brink over which the water leaps. Many such falls of rock have taken place since the white man occupied the banks of the river, and the breaking away of a very large section is still a recent event. By such observations we are assured that the extent of the gorge is increasing at its end, that it is growing larger, and that the cataract is the cause of the extension.

This determination is the first element in the history of the river. A change is in progress before our eyes. The river's history, like human history, is being enacted, and from that which occurs we can draw inferences concerning what has occured, and what will occur. We can look forward to the time when the gorge now traversing the fourth part of the width of the plateau will completely divide it, so that the Niagara *will drain Lake Erie* to the bottom. We can look back to the time when there was no gorge, but when the water flowed on the top of the plain to its edge, and the Falls were at Lewiston. — — —

The commencement of the cutting of the Niagara gorge is the beginning of the history of the Niagara River. We have accomplished somewhat of our purpose if we have discovered that our river had a beginning. We are so accustomed to think of streams and especially large streams, as permanent as flowing on forever the discovery of a definite beginning to the life of a great river like the Niagara is important and impressive.« The author then considers the tendency of stream histories and the tendency of lake histories, and after citing the difference between the streams of the North and South says: »At the south the whole drainage system is mature; at the north it is immature. At the south it is old; at the north, young.

The explanation of this lies in a great geologic event of somewhat recent date — the event known as the age of ice. Previous to the ice age, our streams may have been as tame and orderly as these of the Southern States, and we have no evidence that there were lakes in this region. During the ice age, the region of the Great Lakes was somewhat in the condition of Greenland. It was covered by an immense sheet of ice, and the ice was in motion. In general

it moved from north to south. — — — Eventually the warm climate of the south prevailed over the invader born of a cold climate, compelling it to retreat. — — — The ancient configuration of the country was more or less modified by the erosive action of the ice, and the deposits of drift. An entirely new system of hills and valleys was given to the land. — — Thus it was that the whole water system of a vast region was refashioned, and thus it has come to pass that the streams of this region are young.

Like every other stream of the district of the Great Lakes, the Niagara was born during the melting of the ice. The paper then recites the different stages of the ice period and continuing says: "The next change in the geography of the lakes was a great one. The ice, which had previously occupied nearly the whole of the Ontario basin, so far withdrew as to enable accumulated water to flow out by way of the Mohawk Valley. The level of discharge was thus suddenly lowered 550 feet, and a large district previously submerged became dry land. Then

for the first time

Lake Erie and Lake Ontario were separated, and then for the first time the Niagara River carried the surplus water of Lake Erie to Lake Ontario. — — Various changes contributed to modify the history of the Niagara River. In he beginning when the cataract was at Lewiston, the margin of Lake Ontario instead of being 12 miles away as now, was only one or two miles distant, and the level of its water was about 75 feet higher than at present. — — —

The characters of the gorge are in general remarkably uniform from end to end. Its width does not vary greatly; its course is flexed but slightly; its walls exhibit the same alternation of soft and hard rocks. But there is one *exceptional point*. Midway its course is abruptly turned at right angles. On the outside of the angle there is an enlargement of the gorge, and this enlargement contains a deep pool, called the Whirlpool.

At this point, and on this side only, the material of the wall has an exceptional character. At this point limestone, sandstones and shales disappear, and the whole wall is made of drift. Here is a place where the strata that floor the plateau are discontinuous, and must have been so before the last occupation of the region by the glacier, for the gap is filled by glacial drift.

If we consider as a geologic period the entire time that has elapsed since the beginning of the age of ice, then the history of the Niagara River covers only a portion of that period. In the judgment of most students of glacial geology, and, I may add, in my own judgment, it covers only a small portion of that period. — — —

The great life work of the river has been the *digging of the gorge* through which it runs from the cataract to Lewiston. The beginning of its life was the beginning of that task.

The length of the gorge is in some sense a measure of the river's age. The problem of the time consumed in this great work has been attacked by nonumerous writers, and the resulting estimates have ranged from three or four thousand years to three or four million years.

A critical study of data leads to the belief that the rate of recession in the central part of the Horse-shoe Fall is approximately determined, and that it is somewhere between four feet and six feet per annum. — —

There can be no question that the cataract is the efficient engine, but what kind of an engine is it?

It is a matter of direct observation that from time to time large blocks of the upper limestone fall away into the river and there seems no escape from the inference that this occurs because the erosion of the shale beneath deprives the limestone of its support.

At the margin of the Horse-shoe Fall and at the American Fall in which places the body of falling water is much less, the process is different. There the fallen blocks of limestone form a low talus at the foot of the cliff, and upon them the force of the descending water is broken and spent. The difference between the two processes is of great importance in the present connection, because the two rates of erosion are very different. — — —

It is a problem of nature, and like other natural problems demands the practical gathering of many facts, of facts of many kinds, of categories of facts suggested by the tentative theories of to-day, and of new categories of facts to be suggested by new theories.

The river sprang from a great geologic revolution, the banishment of the dynasty of cold, and so its lifetime is a geologic epoch; but from first to last man has been the witness of its toil, and so its history is interwoven with the history of man. The human comrade

of the river's youth was not, alas, a reporter with a note-book, else our present labor would be light. — —

Whatever the antiquity of the great cataract may be found to be, the antiquity of man is greater.

The New York State Reservation at Niagara.

On April 30, 1883, the New York State Legislature passed an Act »authorizing the selection location and appropriation of certain lands in the village of Niagara Falls for a State Reservation, and to preserve the scenery at Niagara.« Under this Act Commissioners were appointed, and on June 9, 1883, they met at Niagara Falls and viewed the lands. At this meeting they passed a resolution that in their judgment it was desirable to select for Reservation purposes Goat Island, Bath Island, the three Sister Islands, Luna Island, Chapin Island, and the small islands adjacent to said islands in the Niagara River, and also certain portions of the river bed, together with a strip of land beginning near »Port Day« and running along the shore to, and including »Prospect Park« and the cliff and slope. Thus was the area of the Reservation preliminarily defined, and it comprises about 107 acres. The Supreme Court appointed Luther R. Marsh of New York, Matthew Hale of Albany and Pascal P. Pratt of Buffalo, as Commissioners of appraisement. Their awards for the land taken amounted to $ 1,433,429.50. The claims of the owners amounted to about $ 4,000,000.

On the 15th day of July, 1885, the grounds were formally opened to the public in the presence of a vast assemblage, which was called to order by the Hon. Erastus Brooks who made an eloquent address. Prayer was offered by the Rt. Rev. A. Cleveland Coxe.

On behalf of the Commission, its President the late Hon. William Dorsheimer, announced the completion of the proceedings for the taking of the lands at Niagara. The Honorable David B. Hill, Governor of the State, thereupon accepted the Reservation in an interesting historical address.

James C. Carter of New York delivered an oration, and speeches were made by his Excellency John Beverly Robinson, Lieut. Governor of Ontario, and by Oliver Mowat, Attorney General of the same province.

The purchase by the State of the grounds surrounding Niagara Falls, for the purpose of removing obstructions, and securing the inviolable grandeur of the spectacle, is one of the most striking recent illustrations of true public spirit. Niagara to-day is an unparalleled scene of natural sublimity, and its unobstructed contemplation is a high moral benefit to the community.

The Act which authorized it said: »It shall forever be kept open and free of access to all mankind, without fee, charge or expense to any person for entering upon or passing to or over any part thereof.«

And such it is.

By the purchase of the lands for the State Reservation the greater number of »Points of Interest« on the American side of the river were thrown open to the public free of charge, and in viewing the scenery you will do well to visit them in this order.

Prospect Park.

This part of the State Reservation is one of the most delightful spots about Niagara. It contains about 12 acres, and has an extended frontage on the gorge, and also on the river just previous to its plunge over the American Fall. In the Park is located the »pic-nic ground« of the Reservation, and there Sunday Schools and other organizations are permitted to sell ice-cream and other light refreshments to members of their excursions. During the summer months the Park is open till 11 P. M. The Library Building stands in the Park, and there you can examine charts of all the great lakes and the source of the water down the Niagara and St. Lawrence rivers. The Vans of the Reservation Carriage Service Company start from the Inclined Railway building. Fifteen cents pays for a ride around Goat-Island, with privilege of stopping off at any point and taking a succeeding van. Twenty-five cents pays for a ride around the entire Reservation. Outside of the great beauty of the Park itself the most attractive thing is the view from

Prospect Point

where a stone wall offers protection to the crowds as they stand and look upon one of the grandest scenes of nature. Here you can stand at the brink of the American Fall and see the great cataract pour

over the edge of the perpendicular cliff and dash with stupendous power on the rocks below. At one wide sweep of view Niagara entire is before you. From

»Hennepin's View«

a little to the right as you stand looking into the gorge, a good general view of all is to be had.

The stone structure near the Point is the

Inclined Railway

building, and it is there that the Hon. Thomas V. Welch, Superintendent of the Reservation makes his office. The charge for the use of the cars on the inclined railway is five cents down and five cents up, or ten cents pays for both ways. *The stairs are free.*

Do not miss going below the cliff, for from the base of the torrent a magnificent view is to be obtained. It is from the foot of this railway that you can board that safe and delightful little steamer.

The Maid of the Mist.

The immensity of Niagara's grandeur cannot be fully realized without enjoying the trip on this craft. It invades the realms of fairy land, and on her deck in the midst of the mists and rainbows:

»There are forms we can't discover
For the tears that drip all over.«

Fifty cents is charged for each passenger and the ticket permits you to land on the Canada side and return on any trip of the boat the same day. Ascending to Prospect Pack the tourist will take the path leading along the upper river and will find the view of the river a pretty one. Leaving Prospect Park continue along the walk up stream till you come to

Goat Island Bridge.

This is one of the finest points of view as the delicate tints of the water are here very attractive. To your left as you stand on the bridge are Brig Island and Ship Island, to your right are »Avery's Rock«, Chapin Island, Robinson Island, Blackbird Island and Crow

Island. To these there is no access, as it is felt that they are far more attractive in appearance than they would be bridged. Lovers of natural scenery who admire the perfection of these green islands removed from the touch of man will rejoice to see them remain in their present isolated condition as illustrations of the beauty and harmony of nature's handiwork. The first Island you come to is

Bath Island,

so named from the fact that years ago there were bath houses located there. The only building on this Island is the office of the Commissioners of the State Reservation at Niagara. After crossing another bridge you are on

Goat Island

which is to-day a temple of nature, at whose shrine thousands of people from all over the world annually pay their tribute of praise. To all, no matter what their creed may be, it is a sacred spot.

The primeval state of the forest growth on Goat Island makes it a place of many enchantments to appreciative visitors, who ramble at leisure up and down its shaded paths.

»And the rain drops find their way down here,
Where scarce the sunlight doth appear.«

The underbrush forms a delightful contrast with the cleared portions of the Reservation on the main land, and it is a charming characteristic of the place. Lovers of nature can there look upon the forest in its virgin state and will rejoice to see the underbrush preserved. The Island is truly rich in its superb views, for from almost every point they are to be obtained. On the south one may look in the direction of Lake Erie, across the smooth with surface of the river. From other points the wild music of the rapids salutes your ear, and the turbulent rushing nature fascinates the sight. There are about 60 acres in the Island and adjacent islands and the first man who ever had the right to name it called it *Frie Island*. It owes its present name to the fact that in 1779 John Stedman, having cleared a portion of the upper end placed some goats upon it, and afterwards neglected to care for them. The coldness of the ensuing winter killed them, and from this simple fact arose the name Goat Island.

Upon reaching the Island it is advisable to take the path leading to the right and follow it till you come to

Luna Island.

This is truly a picturesque and enjoyable spot. It is reached by a substantial stairway and bridge which spans a graceful sheet of water 60 feet wide. The island derives its name from the fact that the Lunar bow is seen here to the best advantage. It will be noticed that the Island trembles from the fearful force of the falling water. It was while standing here on Sunday October 19, 1890, that a member of the Pan-American party observed that »it was standing as near death as possible«. The view to be had is a very desirable one and especially is this true while standing at the top of the stairway leading to the Island. The American Fall is seen in all its magnificence and the eye follows the gorge for fully two miles. The fall between Goat Island and Luna Island is known as the Centre Fall.

The reader will find it very pleasant to stroll along the westerly end of Goat Island, and the

Biddle Stairs

will soon be reached. *This stairway is free.* They were built in 1829 to enable visitors to descend to the Cave of the Winds. It is probable that an elevator will soon be erected at this point. While the stairs are free, it is advisable, if you care to visit the wonderful

Cave of the Winds

that you procure a guide and the protection of a water-proof dress. For this a charge of $ 1,00 is made. Then you can go out on the walks and bridges in front of the American Fall and view it in the midst of heavy spray. While standing in the Cave the beautiful sheet of water falls before you, and the outer world is curtained from view. It is a remarkable phenomenon and the elements in apparent battle make a roar and tumult that is alike deafening and awe inspiring. This remarkable cave has been formed wholly by the action of the water washing away the soft substratum of the precipice, and the hard limestone rock is left arching above. It is a sight that should not be missed.

After ascending to the top of the cliff and proceeding a little further in the midst of the beautiful surroundings, you will come to

Terrapin Point.

The view from this point is a grand one; standing right at the edge of the Fall, just where it pours over the precipice: a more imposing sight cannot be imagined. In the gorge below the Niagara continues toward Lake Ontario boiling and seething after the plunge, and for fully 1000 feet from the base of the Falls, as white as milk. Above are the rapids rushing toward you, and it is in the midst of such surroundings that the weakness of man is most apparent. It was from the old Terrapin Tower erected here in 1833 of stones gathered close by, 45 feet high, 12 feet in diameter at the base and 6 at the top, and which was allowed to remain until 1873, when it was torn down that Professor Tyndall wrote in 1872: "From this tower at all hours of the day, and at some hours of the night, I watched and listened to the Horse-shoe Fall. The river here is evidently much deeper than the American branch, and instead of bursting into foam where it quits the ledge, it bends solidly over and falls in a continuous layer of the most vivid green.

The tint is not uniform, but varied, long stripe of deeper hue alternating with bands of brighter color. Close to the ledge over which the water rolls, foam is generated, the light falling upon which, and flashing back from it, is sifted in its passage to and fro, and changed from white to emerald green. Heaps of superficial foam are also formed at intervals along the ledge and immediately drawn down in long white striae. Lower down the surface shaken by the reaction from below incessantly rustles into whiteness. The descent finally resolves itself into a rythm, the waters reaching the bottom in periodic gushes. Nor is the spray uniformly diffused through the air, but is wafted through it in sucessive veils of gauze-like texture. From all this it is evident that beauty is not absent from the Horse-shoe Fall, but majesty is its chief attribute. The plunge of the water is not wild, but deliberate, vast and fascinating.e After leaving Terrapin Point, walk or drive to the

Three Sister Islands

and you will obtain an unsurpassed view of the Canadian rapids which run at the rate of 28 miles per hour. From these Islands the scene

presented is entirely changed. The beautiful upper rapids are before you. It is a fascinating spot. Note how the water resembles fine lace work as it makes the plunge over the ledge between Goat Island and the First Sister Island. From each of the Islands a beautiful view is to be had. From the head of the Third Sister Island may be seen one continuous cascade extending from Goat Island to the Canadian shore, varying from 10 to 20 feet in height. But a short distance along this line of breakers is «Spouting Rock», so named from its frequent tossing of the water high in the air. After leaving the Three Sister Islands and returning to Goat Island you can, if you wish, return to the entrance by a direct path through the centre of the Island, but unless you are hurried, and you ought not to be at Niagara, it is advisable to visit the

Head of Goat Island

which you can do by following the road to the East. From this point a view is obtained of the broad and quiet portion of the upper river giving no announcement of the fearful rough waters below. It is here that the first white man who ever visited the Island is supposed to have landed, and the dangerous feat of rowing down the river and landing here is occasionally done.

Continuing around the Island you will find many charming views before you reach the entrance. After recrossing the Island bridges and reaching the mainland it will delight the visitor to walk or drive to the

Upper End of the Reservation,

for from there a broad and peaceful view of the upper Niagara is presented. The scene will be found to be very enjoyable and in striking contrast with the turbulent waters below. The locality is rich in historical events mention of which is made farther on. After having enjoyed the State Reservation you will find it pleasant to visit the Victoria Park on the Canadian side which forms a part of «Free Niagara» and will cross by way of the New Suspension Bridge.

The New Suspension Bridge.

This structure was built to replace the bridge blown down by the great wind storm of January 10, 1889. As startling as it may

appear to the visitor, it is a fact, that the storm of that date swept the bridge, that was 1,268 feet long and of immense weight, from between the towers as clean as though it had been cut by a knife. Not one inch of the bridge proper remained projecting beyond either cliff, but the entire mass lay bottom upward in the gorge below, a little to the north of the present bridge. That portion of the wreck lying on the debris slope on either side of the stream has been removed, but the main part to-day is covered from sight by the deep and rapid waters of the river. On the night of the destruction of the bridge the wind blew from the south west, down across the Horse-shoe Falls, through the gorge with tremendous velocity. The cause of the loss of the bridge is generally understood to have been that it was not guyed sufficiently strong enough to withstand the force of such an awful storm. It is surmised that the suspenders — the wires connecting the bridge platform with the cables — began parting at or near the centre, and that with the increasing strength of the storm, it surged back and forth, up and down, till of a sudden it was fairly ripped from the suspenders and fell into the river below. The cables and towers remained intact, and from the cables hung the suspenders with their threaded ends. The fierceness and fearful roar of the storm of that memorable night may be judged of, when it is known that the gatekeepers in the office within 20 feet of the end of the bridge did not know that the structure had fallen till daylight. The hour of the fall is supposed to have been about 3.20 A. M.

The bridge that was destroyed was comparatively a new one, as the original bridge built at this point was of wood, and the work of replacing the wooden structure with steel was begun in the winter of '87—'88 and the first of the new cables was stretched February 20, 1888. The floor was completed June 12, 1888, and between that and the winter of '88—'89 the finishing touches were put on it. The loss to the Bridge Company was a heavy one, but with great pluck and enterprise they commenced rebuilding as soon as the contract could be made. The present substantial and graceful structure was commenced March 22, 1889, and that it was finished May 7, 1889, is an interesting and remarkable fact. The length of the span between the centres of towers is 1,268 feet. The tower on the American side is 97 feet 6 inches in height, the one on this

Canada side 103 feet and 7 inches. The difference in height is owing to the variation in the height of the banks. The width of the structure is 17 feet 6 inches between the centres of chords. The weight of the bridge is 819 tons. It is suspended from four cables, each of which is 6¼ inches in diameter, and formed by seven wire ropes, whose diameter is 2¼ inches, and in each of which there are 133 wires. Each of these seven is capable of sustaining 155 tons, thereby making the sustaining power 28 times 155 tons. The deflection of the cables varies from 89 feet in winter to 92 feet in summer. In the reconstruction of the bridge great precaution was taken to avoid another loss, and additional strength is given to the new bridge by the placing of wind storm ropes. The north rope takes hold of the south end of the floor beams at the centre of the bridge and the south rope *vice versa*, thus increasing the deflection of the rope in the plain 17 feet. Besides this all anchorages have been reinforced fourfold, and auxiliary guys, four in each quarter, have been placed leading back from the truss to separate anchorages. The first bridge that was built on the site of the present structure was opened in January 1869, and was built of wood. In 1872 the bottom chlord was replaced by steel. In 1884 steel supplanted wood in the tower portion, and the work was finished in 12 days. In October 1887 the work of widening the bridge was commenced, and it was completed June 13, 1888, without a suspension of traffic, or any accident happening. The bridge that spans the gorge to-day is one of the prettiest, most graceful and substantial in the world. The toll charged is twenty-five cents for each foot passenger, and twenty-five cents for each carriage.

A Gorgeous Pen Picture of Niagara.

From the Cliff on the Canadian side near Suspension Bridge, in the language of Sir Edwin Arnold can be seen the great cataract of America thundering, smoking, glittering with green and white rollers and rapids, hurling the waters of a whole continent in splendor and speed over the sharp ledges of the long brown rock by which Erie »the Broad« steps proudly down to Ontario »the Beautiful.« Close at hand on our left — not indeed further than some 600 or 700 yards—the smaller, but very imposing, American Fall speaks with the louder voice of the two, because its colling

spirals of twisted and furious flood crush in full impulse of descent upon the talus of massive bowlders heaped up at its foot. The resounding impact of water on the rock, the clouds of water smoke which rise high in air while the river below is churned into a whirling cream of eddy and surge and backwater, unite a composite effect, at once magnificent and bewildering. But if you listen attentively you will always hear the profound diapason of the great Fall—that surnamed the Horse-shoe—sounding superbly amid the loudest clamor and tumult of the sister, a deeper and grander note; and whenever for a time the gaze rests with inexhaustible wonder upon that fierce and tumultuary American Fall, this mightier and still more marvelous Horseshoe steals its way again with irresistible fascination. Full in front lies that wholly indescribable spectacle at this instant. Its solemn voice—an octave lower than the excited, leaping, almost angry cry of fervid life from the lesser cataract—resounds through the golden summer morning air like the distant roar from the streets of fifty Londons all in full activity.

Far away, between the dark gray trees of Goat Island and the fir woods of the Canadian shore, the Niagara river is seen winding eagerly to its prodigious leap. You can discern, even from this balcony, the line of the first breakers, where the Niagara river feels, across its whole breadth, the fatal draw of the cataracts, where its current seems suddenly to leap forward, stimulated by a mad desire, a hidden spell, a dreadful and irresistible doom. You can note far back along the gilded surface of the upper stream how these lines of dancing, tossing, eager, anxious and fate impelling breakers and billows multiply their white ranks and spread and close together their leaping ridges into a wild chaos of racing waves as the brink is approached. And then, at the brink, there is a curious pause—the momentary peace of the irrevocable. Those mad upper waters—reaching the great leap—are suddenly all quiet and glassy and rounded and green as the border of a field of rye, while they turn the angles of the dreadful ledge and hurl themselves into the snow-white gulf of noise and mist and mystery underneath.

There is nothing more translucently green nor more perennially still and lovely than Niagara the Greater. At this her awful brink the whole architrave of the main abyss gleams like a fixed and glorious work wrought in polished squamarine or emerald. This exquisitely

colored cornice of the enormous waterfall—this brim of bright tranquility between fervor of rush and fury of plunge—is its principal feature, and stamps it as far more beautiful than terrible. Indeed the whole spectacle of the famous cataracts is one of deligth and of deepest charm, not by any means of horror or of awe; since nowhere are the measureless forces of nature more tenderly revealed, more softly and splendidly clad, more demurely constrained and docile between its steep confines. Even the heart of the abyss, in the recess of thee Horseshoe, where the waters of Erie and Superior clash together in tremendous conflict, the inner madness and miracle of which no eye can see or ever will see, by reason of the veils of milky spray and of the rolling clouds of water-drait which for ever hide it—even this central solemnity and shudder-fraugth miracle of the monstrous uproar and glory is rendered exquisite, reposeful and soothing by the lovely rainbows hanging over the turmoil and clamor. From its crest of chrysoprase and silver, indeed, to its broad foot of milky foam and of white stunned waves, too broken and too dazed to begin at first to float away, Niagara appears not terrible, but divinely and deliciously graceful, glad and lovely—a specimen of the splendor of water at its finest—a sight to dwell and linger in the mind with ineffaceable images of happy and grateful thought, by no means to affect it either in act or seeing, or to haunt it in future days of memory, with any wild reminiscence of terror or of gloom.

Continuing along for a few hundred feet up the river you will reach the entrance to

Queen Victoria Niagara Falls Park.

Believing that the work of restoring the scenery on the Canadian side of the river properly devolved on the Government of the Dominion of Canada, the Legislature of Ontario passed an Act in 1880, giving effect to that view and conferring on the Dominion so far as it could, the requisite authority to proceed with the undertaking.

As however, the Dominion Government did not avail itself of the provisions of the Act in question, the Legislature of Ontario after waiting five years for the Dominion to take action, passed an Act in 1885 enabling the work to be proceeded with.

In accordance with the provisions of this last named Act C. S. Gzowski, J. W. Langmuir, and J. G. Macdonald were on April 21, 1885, appointed as a Board of Commissioners.

They at once proceeded to determine the boundaries of the lands to be taken for Park purposes. They found that nature had so clearly marked out what should constitute the Canadian Park, that these natural outlines could neither be ignored nor changed. The territorial area included within these natural boundaries comprises about 154 acres. Commencing at the Clifton House it extends along the bank of the river for two and a half miles with ever changing views of both the American and Horse-shoe or Canadian Falls, the foaming rapids seen trough spray and mist, and the whole framed in with the western background of a beautifully wooded hillside forms a truly beautiful and unique Park. On December 14, 1886, an Order in council, approved by His Honour the Lieutenant-Governor of Canada was passed confirming the selection of said lands for Park purposes. While it has been stated that the area of the Park proper is 154 acres, it must be understood that this includes all the land as well as the water inlets forming the Dufferin Islands. The arbitrations for the property were entered upon and practically completed before the close of 1886, with the result that the lands selected by the Commissioners were acquired at a cost, including arbitration expenses of $ 436,813.24. which is about $ 2,836.45 per superficial acre, or over $ 10,000 less per superficial acre, than was paid for the lands of the New York State Reservation. This is owing to the fact that the arbitrators had to take into consideration not only the extent and position of the land and cost of improvement, but also their revenue bearing qualities. To provide for the payment of the land awards the Commissioners recommended the issue of $ 525,000 forty year bonds bearing four per cent interest, to be a charge on the revenue of the Park, with principal and interest guaranteed by the Province of Ontario.

The Government approved the recommendations of the Commissioners, and the functions of the Commissioners appointed under the Act of 1885 were practically brought to a close. The Commissioners however had reported, that the only policy worthy of adoption in regard to the future management of the Park, was that no private company should be allowed to manage it, but that it should be under

the exclusive control of the Province in which it was located, In order to give effect to this recommendation the Government passed an Ac in 1887 appointing the above named Commissioners, and authorized them to form a corporation by the name of »The Commissioners for Queen Victoria Niagara Falls Park«. When this Act received the approval of the Lieutenant Governor the number of Commissioners was increased to four by the appointment of John A. Orchard of Niagara Falls, South, Ont.

The Commissioners receive no compensation, and hold office during the pleasure of the Lieutenant-Governor in Council.

The Opening of the Park.

On the 24th of May 1888, the 69th anniversary of the birth of Her Most Gracious Majesty, the Queen, the grounds were formally opened to the general public. For various reasons the Commissioners decided not to have a demonstration on the occasion. But soon after a great desire was manifested by the people resident near by to have a grand civil and military display in honour of the event. This celebration was held on June 21, 1888, and on that day about 13,000 visitors witnessed the event and enjoyed the grandeur of the view and the beauty of the grounds. On July 15, 1887, an Order in Council was passed vesting in the Commissioners for the purpose of the Park, what is generally known and described as the Chain Reservation, on the top of the bank reaching from Table Rock to Queenston. This virtually gave the Commissioners control of over 300 acres,

From the Canadian Park a view of the entire face of both falls can be obtained and the scene is a grand one. The topography of the Canadian Park is so large in scale, and the interest of what is to be seen from it, is so independent of all such details as contribute to make the New York State Reservation charming that in some respects the magnificence of the scenery is increased.

Tolls Charged in Victoria Park.

While it can be understood that the Park proper containing over 30 acres *is free to all*, this is the correct list of tolls charged about the Park, and they are only charged where the visitor has

use of the special artificial appliances or guides to enable him or her to view and enjoy certain points.

Under the Falls with guide and dress, each person, 50 cents.

Under the Falls without dress, 25 cents.

Two horse carriage and occupants to the Islands, 50 cents.

One horse carriage containing two persons to the Islands, 25 cents.

Pedestrians to the Islands 10 cents.

Excursions, Sunday Schools etc. by communicating with the Superintendent can obtain special rates.

There is no charge made for admission to the large collection of specimens of Canadian Minerals contained in the old Museum building.

The pleasure to be derived from visiting the points where toll is charged is well worth the price.

In your visit to Victoria Park, if you are walking or driving, stop at »*Ramblers Rest*« and »Inspiration Point«, for the views to be obtained there are very grand and comprehensive. The greatest and grandest point in the Park is

Table Rock.

It is one of the most famous spots about Niagara, and but a few rods below the Horse-shoe Fall. Of Table Rock proper but little remains; at one time it was a great ledge of rock overhanging the precipice but from time to time it has broken off till the ledge is almost gone. In July, 1818, a piece 160 feet in length by 30 to 40 feet in width fell. In December, 1828, more tumbled. In 1829 another mass plunged into the gorge, and on June 26, 1850, a piece 200 by 200 feet fell with an awful crash.

At this point the Park Commissioners have provided an Hydraulic lift to enable visitors to go under the Falls. The charge including dress and guide is 50 cents for each person. From the cupola of Table Rock House a magnificent birds eye view, of the beautiful surroundings can be obtained, free.

It was at Table Rock that Mrs. Sigourney, wrote her famous poem on Niagara.

After having enjoyed the grandeur of the sight of the Falls from the Park the visitor will be amply repaid by strolling easily along »*Rainbow Rambles*« to

Cedar Island,

and the upper portion of the grounds. Between Cedar Island and the Dufferin Islands, the »Grand Rapids« drive affords a continuous view of the tumbling waters as they leap from ledge to ledge down the 50 feet of descent, between the level of the smooth waters and the crest of the great Fall. It is truly an impressive sight.

The Dufferin Islands,

were renamed in honor of Lord Dufferin. They are wonderously beautiful, and nestle in a deep indentation of the shore at the upper end of the Canadian Park. Pretty rustic bridges connect these islands, and sylvan rambles and bowers have been provided so that visitors may enjoy nature in some of the most charming forms with comfort and ease.

We have now passed over both of the beautiful Reservations, and it will be well to visit some of the outside points at which grand views can be obtained. Worthy of mention as one of these is

Falls View.

This delightful point of view is the result of the enterprise of the Michigan Central Railroad Company, and is of their creation. Every day their trains stop for five minutes at Falls View, which is what the name indicates, a splendid point from which to view the great cataract. It is right on the brink of the grand canyon, at the Canadian end of the Horse-shoe Falls, and every part of the Falls is in plain sight as well as the upper portion of the river for many miles. Close by is

The Burning Spring.

This celebrated curiosity, has been exhibited for 70 years, but was lost in 1885 by the encroachment of the river. The same vein of gas was discovered farther down the river, and the original spring restored.

The Great Bridges at Niagara.

The Niagara gorge offers peculiar facilities to demonstrate the grand perfection of engineering skill, and as a result of great ability

the chasm is to-day spanned by three structures remarkable for their strength. Even if the Falls did not exist as a greater attraction, these bridges would be worth a journey of many miles to see. The upper bridge has been mentioned and farther down the river are the Cantilever and Railway Suspension Bridges.

The Cantilever Bridge.

This structure is well worth a visit, and spans the gulf about 300 feet south of the Railway Suspension Bridge. It is the property of the Michigan Central Railroad Company, and is a connecting link between that road and the New York Central.

Work upon this wonderful piece of engineering skill was commenced April 15, 1883, and it was completed December 1, 1883. It was the second bridge of the kind completed in the United States, but it is such a great success that others are now being built. The total length of the bridge proper is 910 feet, which is divided into two cantilever arms, one of which is 375 feet in length, the other 395 feet. These cantilevers are supported on steel towers arising from the waters edge 130 feet high, and the total weight supposed to rest on these columns is 1600 tons. A fixed span, 125 feet in length, connects the two cantilever arms in the span across the river from tower to tower about 500 feet. The shore ends of the cantilevers are held firm by immense stone abutments. The height of the bridge above the river is 245 feet. The structure is made of the best of steel throughout, is double tracked, and capable of sustaining two of the heaviest trains extending from end to end that can be placed upon it, and even this weight will only strain it to a fraction of its strength.

It will surprise many to know that in the construction of the bridge work progressed from both ends, and was finished at the centre, but such is a fact. All trains over the Michigan Central road passing East and West use this Bridge. It is not open to foot passengers.

The Railway Suspension Bridge.

This noble viaduct is owned by a stock company and spans the gorge two miles below the cataract. It was commenced in 1852.

and the first train passed over on March 8th 1855. When first built it was a wooden bridge, and the towers were of stone. It has been reconstructed so that to-day it is composed wholly of steel. The carriage way is 28 feet below the railroad portion. The trains of the Grand Trunk Railroad and the Erie Railroad use this bridge. The dimensions are:

Length of span from centre to centre of towers	825	feet
Height of towers above the rock, American side	88	»
» » » » » » Canada side	78	»
» » » » » floor of Railway	60	»
» » track above the water	258	»
Number of Wire cables	4	»
Diameter of each cable	10 1/8	inches
Number of N° 9 wires in each cable	3,659	tons
Ultimate aggregate strength of cables	12,400	»
Weight of superstructure	800	»
Maximum weight cables and stays will support	7,309	»

Foot and carriage passengers are charged ten cents for crossing the bridge. No charge is made for licenced carriages, but other vehicles are charged ten cents.

The Whirlpool Rapids.

This attractive spot is about two miles below the Falls, and the quiet surface of the river is broken as the waters plunge in their maddening course to the lower lake through the narrow gorge only 300 feet wide. The river is churned into whiteness and it seems as through the banks must part as a result of the awful force striking them. It is while standing at the waters edge that the true beauty of the rapids is seen. The water dashes and whirls through the narrow gorge at the rate of 40 miles an hour, and the white capped waves dash fully fifty feet high. The terrific force of the stream impresses the visitor, as 15,000,000 cubic feet of water passes through the gorge every minute. The river is here apparently compressed into a space much too small for it, and in front of the Smith elevator gathers its mighty force as though making one supreme effort to widen its confines. The facilities for viewing the rapids have been increased of late and there are three elevators

on the American bank and one on the Canadian by which the visitor can descend to the waters edge. At each of these elevators the charge is fifty cents, (50 cents) for each person. A short distance below the rapids is

The Great Whirlpool.

The Whirlpool is located about two miles down the river below the Falls, near De Veaux College, an Episcopalian school established in 1855 by Judges De Veaux.

Of the unique and impressive beauty of the wondrous Whirlpool Professor Tyndall has said: »At some distance below the Whirlpool Rapids«, he writes, »we have the celebrated Whirpool itself.« Here the river makes a sudden bend to the north-east, forming nearly a right angle with its previous direction. The water strikes the concave bank with great force, and scoops it incessantly away. A vast basin has been thus formed, in which the sweep of the river prolongs itself in gyratory currents. Bodies and trees, which have come over the Falls, circulate here for days without finding the outlet. From various points of the cliffs above this is curiously hidden. The rush of the river into the Whirlpool is obvious enough; and though you imagine the outlet must be visible, if one existed, you cannot find it. Turning, however, round the bend of the precipice to the north-east, the outlet comes into view.

»I went down to the river's edge, where the weird loneliness and loveliness seemed to increase. The basin is inclosed by high and almost precipitous, banks, covered, when I was there with russet woods. A kind of mystery attaches itself to gyrating water, due perhaps to the fact that we are to some extent ignorant of the direction of its force. The water is of the brightest emerald green. The gorge through which it escapes is narrow and the motion of the water swift, though silent. The surface at the outlet is steeply inclined, but it is perfectly unbroken. There are no lateral waves, no ripples with their breaking bubbles to raise murmur, while the depth is here too great to allow the inequality of the bed to ruffle the surface Nothing can be more beautiful than this sloping liquid mirror, formed by the Niagara in sliding from the Whirpool.«

The Whirpool can be seen to good advantage from either side of the river. On the Canadian side the visitor can descend on an

inclined railway to the waters edge while, on the American side the waters edge is reached by a zigzag path. On both sides the charge is fifty cents for each person.

It is probable that in the near future a bridge will be thrown across the river at or near the Whirlpool Bluffs thus affording a means of communication between the two great Parks at that point. It would be a great convenience to visitors and much enhance the pleasure of a trip to Niagara. The plan as proposed, and for which surveys were made in the fall of 1899, is to build a fine driveway from Niagara Falls to the Whirlpool and there connect it with the roadway on the Canadian bank, which is controlled by the Commissioners of Victoria Park, by the bridge, thus forming a grand International Boulevard.

Among the other places that it is quite desirable for the guest at Niagara to visit are the following:

The Museum

is located in a magnificent five story building on Canal street opposite Prospect Park. It is the museum that was on the Canadian side previous to the opening of Victoria Park. The collection of articles displayed is very large, and the collection of Egyptian Mummies is said to be the largest in America. A wild animal annex is situated close by.

The Cyclorama

of the Battle of Gettysburg is also on Canal street, and but a few doors from the Museum.

The Observation Trains.

No visitor should depart from Niagara without enjoying the pleasure of a ride on the New York Central Railroad Observation trains from Niagara Falls to Lewiston and return. Taking the train at the Niagara Falls or Susp. Bridge station a grand view of the gorge and river is obtainable for almost the entire distance of seven miles. Just below Susp. Bridge the train passes through a deep rocky cut and then suddenly the outlet of the cut is reached, and

there bursts into view the most delightful scene at Niagara. The train wends its way slowly along midway between the top of the cliff and the waters edge, allowing the passenger to store up in memory a picture which for beauty is unsurpassed in America. Th train passes through the Lewiston mountain in a tunnel, and soon reaches the lowlands and the Lewiston station which stands on the river bank. These trains run about every half hour during the summer season, and tickes for the round trip are only 25 cents.

More Distant Points.

The Devil's Hole.

Three and a half miles below the Falls, on the American side, is the Devil's Hole, a terrible gloomy and rugged chasm in the bank of the River, between 100 and 200 feet deep. Overhanging this dark cavern, is a perpendicular precipice, from the top of which falls a small stream, usually dry in Summer, named the "Bloody Run," and which takes its name from the fact that a body of soldiers were decoyed into an ambush at that point and driven over the precipice many years ago, by Indians.

The Mountain Top.

It is only for the beautiful view here obtainable that the Mountain Top is visited. It is said that this mountain was once the shore of Lake Ontario. Seven miles below is seen Lake Ontario, and on very clear days the city of Toronto is visible across the lake. Just beneath the mountain the historic village of

Lewiston

nestles. It was named in honor of Governor Lewis of New York state. The Niagara River is navigable to this point, and here the boats of the Niagara Steam Navigation Company are taken for Toronto. Lewiston in its earlier days was the beginning of the portage whose upper terminus was Fort Schlosser.

The Tuscaroca Indian Reservation.

This home of the Tuscarora Tribe of Indians is about eight miles from Niagara Falls. The drive to the Reservation is a pleasant one. A great many moons ago their fathers dwelt on the banks of the Oswego. In a war with a neighboring tribe they were overcome and driven from their homes. They wandered far and wide. There were six families or clans in the remnant, and these finally separated and five of them were the founders of the Mohawk, Oneida, Cayuga, Onondagas and Senega nations. The other tribe roamed westward where there was a division; part of the clan going toward the setting sun and the others turning their faces toward their old home. They went to North Carolina and pitched their wigwams. They remained there till the young men grew old, their warriors feeble, and a new generation came in their place. About 1713 they were accused of taking part in a massacre and for all they protested their innocence were driven from their lands The Oneidas allotted them a portion of their lands, and in 1715 they made application to the five nations for admission into the confederacy and were accepted and adopted by the Senecas. During the revolution the Tuscaroras were friendly to the American cause. The Holland Land Company gave them two square miles of land, and in 1804 they bought 4,329 acres. There are two churches on the Reservation, Baptist and Presbyterian. The population is about 404. There are six clans among the Tuscaroras, the bear, the turtle, the wolf, the beaver, the eel, and the plover. No Indian can marry a squaw of his own clan. There are 16 chiefs in the council. Each clan has its Sachem and Warrior chief. The women of the different clans select the chiefs. The men have nothing to say. In 1880 this task devolved upon one woman, she being the only one of the clan in which the vacancy existed; but her choice was ratified by the Six nations in council, as all selections have to be.

Fort Niagara.

14 miles from the Falls at the mouth of the River, stands Fort Niagara, which was established as a trading post by La Salle in 1678. In 1687, De Nonville built the fort proper for the prosecution of a war on the Iroquois in defence of the Indian allies of the West

country. The next year it was abandoned, but in 1826 was rebuilt in stone, by the consent of the Iroquois. The English General Prideaux was killed here in 1759, and after the battle the French surrendered it to Sir William Johnson. It is now a U. S. Fort regularly garrisoned. Here is the famous dungeon where in 1826, Morgan, of anti-masonic fame, was said to have been confined, and whence it was claimed he was taken to be drowned in the lake, about a mile from the Fort.

Immediately opposite Fort Niagara on the Canada side is the village of Niagara-on-the-Lake, which according to Marshall is older than any settlement on the Eastern Bank. In 1792 it became the place of residence of the Lieutenant-Governor of Canada, and the first session of the Parliament of the Upper Province was held there.

It is on the site of the village of Newark burned by General Mc Clure 1813. At the mouth of the river, and just below the village, is old

Fort George,

captured by the Americans under General Dearborn in 1812. General Mc Clure destroyed it the next year, and it never has been rebuilt. A little distance away stands

Fort Mississauga.

In 1889 this Fort was put in a state of repair, not for defence but as an object of interest, and it is especially such as it is the only piece of star trace work remaining in Canada.

Historic Points.

The French Landing.

At the eastern end of the reservation a beautiful view of the broad and peaceful upper Niagara river is presented. The locality is rich in historical associations. At "The French Landings," a spot near the head of the reservation, the Chevalier La Salle and the missionary, Father Hennepin, and their voyageurs, in 1678, are said to have embarked, after the portage of their canoe from the present

site of Lewiston. Here the bank is slightly elevated and the water comparatively deep and still. The rapids are below, and just above the bank is low and marshy. This natural landing was used for many years by the early French traders and settlers, and probably before their coming by the Indians of the Neutral Nation, and by their successors, the Senecas.

Looking up the Niagara river from the head of the reservation, many important historical events are recalled by the surroundings. At the mouth of Cayuga creek, a short distance above, the Chevalier Robert de la Salle, in 1679, built and launched «The Griffin», the first vessel that sailed the upper lakes. The wooded shores of Buckhorn Island are visible, where, it is said the French forces, in 1759, burned their vessels and military stores, to prevent them from falling into the hands of the British. The site of the French post, known as Fort Little Niagara, is discernible. The chimney of the Steadman house, built in 1761, is yet standing. Further down upon the river bank, within the reservation, where the terrace terminates near Mill street, is the site of the French saw-mill, used al an early day in preparing timber for the construction of forts and palisades along the river. Immediately below are the sites of the Steadman and Porter mills, the first structures of the kind erected on the western frontier. At the head of the reservation, a fine view is obtained of the Canadian village of Chippewa, on the opposite shore, memorable as the locality of the battle of Chippewa, July 5, 1814.

About two miles above the Falls on the American side is

Schlosser Landing.

It was the end of the portage from Lewiston.

This terminus was gradually fortified till it became a fort called Fort de Portage. This was burnt ky Jencaire on his retreat in 1759. In 1761, Capt. Schlosser, of the British army, rebuilt it stronger than ever. He named it after himself and died there. Here in 1837, the Steamer Caroline was attacked, set on fire and sent over the Falls. The patriot movement being put down in Canada, the leaders established themselves on Navy Island. Visitors thereto being numerous, the Caroline, a small steamer, was brought down from Buffalo as a private venture it was believed, to serve as a ferry or

freight boat. The Canadians, thinking the boat was chartered by the patriots for offensive operations against Canada, at midnight, December 29, 1837 dispatched a chosen band of men under Capt. Drew, in 8 boats, to destroy her. As she lay at Schlosser dock, she was boarded by these parties. Those on board, crew as well as some who, unable to get beds in the little hotel, had got berths on board, were attacked. All but one escaped to shore, he being shot dead. The »gallant band« having thus succeeded in their attack, set the vessel on fire, towed her out into the stream and let her drift. It was a grand sight. A mass of flames, she floated down the River and entered the Rapids, but before she reached the head of the Island, the water conquered and extinguished the flames.

Lundy's Lane.

This was the scene of one of the most memorable as well as the most severe and decisive engagement on the Niagara Frontier during the war of 1812—14. The Battle Ground is on the Canadian side, about one mile West of the Falls. The battle ground is there with its long trenches of the slain, and a few headstones to mark as many names and the occasion. That is all. As yet no worthy monument appears to attest the memory of the men who died fighting side by side. But an Historical Society has been formed with the erection of a monument as its purpose.

This is a brief account of the bloody engagement from a Canadian point of view.

The battle was fought July 25, 1814, and Gen. Brown, commanding the American forces, lay at Chippawa with 5000 men. Riall lay at Lundy's Lane whither, at 5:30 in the evening, came Gen. Drummond from Toronto by way of Queenston with 800 regulars and militia. Brown had been threatening an attack with his whole force, and when Drummond arrived Riall had already commenced a retreat, his advance guard, 800 strong, being already some distance away. Drummond promptly sent to recall them and at once formed his line of battle. On the summit of the hill he planted a battery of five field guns, with two brass 24-pounders slightly in advance. In rear of the battery he posted the 89th Regiment a detachment of the Royal Scots and the light companies of the 41 st. The

Glengarry Light Infantry held the right and the Canadian militia and a detachment of the 8th Kings the left, while a squadron of the 19th Light Dragoons were placed slightly in the rear. The enemy were already within 600 yards, the advance guard, consisting of Scott's brigade, being 2000 strong, while Ripley's brigade, which soon joined, added 2000 more, and Brown himself shortly arrived with another 1000 men.

»From 5:30 until 9 o'clock Drummond fought the American forces, his cannon doing terrible execution, and his men standing firm, even when his left flank was flung back to the crest of the hill by sheer weight of numbers, and his gunners were being bayoneted as they worked their pieces. At the latter hour Riall's advance guard, which had been recalled, came up, and with it 400 militia, reinforcing Drummond with 1200 men. Then the battle raged with greater fury than ever. The moon shed a faint light that failed to pierce the battle smoke and was lost before the spouting flame of the artillery and the volleying musket. By a desperate charge the Americans at length captured the battery and drove the British troops over the hill, but old Drummond threw off his hat, called his men, and with a grand cheer they swept back again over the hill, retook their own battery, and, capturing one gun of the enemy, turned it against the Americans. But the latter were not yet satisfied. Pushing their guns close up to Drummond's batteries there ensued a cannon duel at a few paces, dealing wreck and ruin about in a horrible manner. But British cold steel was again brought into play and at midnight, with the bayonet goading his sides, Brown reluctantly began his retreat, halting at Chippawa and finally falling back on Fort Erie.«

»The battle field was a terrible spectacle. Seventeen hundred men lay dead and wounded on the trampled and torn sod, while those unhurt were literally exhausted. The British loss was 870. The Americans had 930 killed and wounded and lost 300 prisoners.«

The cemetery on

Drummond Hill

is truly a historic spot. Within its boundaries lies the body of

Brave Laura Secord

whose memory is revered by all Canadians for her heroism in June 1813, when she walked from her home in St. Davids to Thorold by a circuitous route of about 12 miles, and notified Lieut. James Fitzgibbon of the 49th Regiment that the enemy contemplated an attempt to capture them. Through her information the tables were turned.

Brock's Monument.

Brock's Monument is on the Canada side on Queenston Heights, 7 miles below the Falls. It is a handsome shaft, erected to perpetuate the memory of General Isaac Brock, who fell here in 1813. The first monument was built in 1826, and was 126 feet high. This was destroyed by explosion on the night of the 17th of April, 1840, and was replaced by the present structure in 1853. It is 185 feet in height, the base being 40 feet square and 30 feet high. Four lions, facing the cardinal points of the compass, rest on this as well as on the pedestal, 16 feet square by 10 feet high, ornamented in altorelievo by lions' heads alternated by wreaths. The shaft is of freestone, 75 feet high, by 30 feet in circumference, having a Corinthian capital 10 feet in height, carrying in relief a statue of the Goddess of War. Over this is a round dome 7 feet in height, surmounted by Brock's statue, and can be reached by 250 spiral steps, starting from the interior of the base.

Niagara Falls.

The village of Niagara Falls has a population of 6000 and is one of the most progressive towns in the country. Besides being a fashionable resort it is destined to become one of the greatest manufacturing cities in the world, and this in the not far distant future. The vast water power that has for years been going to waste will soon be utilized, and the effect upon the growth of the village will be surprising.

The completion of the great tunnel will bring into use the greatest manufacturing power in the world, and serve to build up a city the magnitude of which can only be guessed at to-day.

The mill sites where this great power will be put to use are above the village, stretching along the level ground which bounds

the river to the south, and from one to two and one half miles from the falls. Here a block of land has been acquired sufficient for mills which would employ the horse power mentioned and for mercantile and other needs of a large manufacturing town.

Niagara in Winter.

The winter scene about Niagara is vastly different than that of summer. The spray from the Falls settles upon the trees in the Park, and on the Island, and chilled by winter's icy blast, covers them with robes of purest white. The crystal icicle takes the place of the summer vine in your admiration. Every twig is covered, every bough is laden, and in the sunlight, glittering gems lie all about. The great quantities of ice descending, from Lake Erie, most every year form an ice bridge in the gorge just below the Falls. It is usually of fast strength and size, while the surface is very rugged and here and there piled mountains high. Looking down through deep cracks the dark green water of the rapid running river can be seen below. At times the entire gorge above the rapids is jammed with ice, but the bridge usually extends from near the new bridge to a point just in front of the northern edge of the American Fall, and when its strength is assured thousands of people cross it each day. At the foot of the American Fall the ice mountain grows in size day by day during the winter, and frequently reaches a height of 100 feet; the last of it not disappearing till nearly mid-summer. It is doubtful if the ice scenery in Switzerland exceeds that of Niagara in winter. You cannot say that you have really seen Niagara, unless you have seen it in winter as well as in summer.

By Moonlight.

As fair as Niagara is by day, the grandeur, peace and perfect loveliness is in some respects increased a thousand fold on a rich, bright moon-light night. A portion of the gorge in deep shadow, and the beautiful Lunar Bow visible forms a magnificent and romantic scene. On moonlight-nights access to Luna Island is had through special tickets obtainable at the office of Superintendent Welch.

The Flora of Niagara.

At the request of the Commissioners of the State Reservation the Hon. David F. Day of Buffalo prepared a catalogue of the flowering and fern like plants growing without cultivation in the vicinity of the Falls of Niagara. In this catalogue he mentions 909 species of plants of which 758 are native and 151 foreign. "The flora of Goat Island" he says "presents few plants which may be called uncommon in Western New York. But it is still true that Goat Island is very rich in the number of its species. Probably no tract of land in its vicinity, so restricted in area, can be found, exhibiting so large a number. Its vernal beauty is attributable, not merely to its variety of plants, conspicuous in flower, but also to the extraordinary abundance in which they are produced."

The Hotels.

The excellence of the hotel accommodations at Niagara are known the world over and all of them are situated not far distant from the Falls. Among the leading ones are

The Cataract House,

It is on Main street adjoining the State Reservation and its reputation as a first class house is too well established to require further praise. It remains closed during the winter.

The International,

which stands at the corner of Main and Falls streets. It has extensive first class appointments and is quite popular. It is only open in summer.

The Hotel Kaltenbach.

The Hotel Kaltenbach is beautifully situated on Buffalo street and faces the State Reservation and the upper rapids. It is conducted by Andrew Kaltenbach and is open the year round. It is one of the best hotels at Niagara Falls.

The Prospect House.

This house was formerly located on the Canada side but upon the opening of Victoria Park moved to the American side, and now stands on Union street. It remains open all year, and is one of the leading hotels

The Spencer House.

This hotel stands immediately opposite the New York Central depot, and is conducted on both the American and the European plan. It is open the year round and caters to the best patronage.

Among the other good hotels are

The Niagara House

on Main street.

The Western Hotel

on Falls street near New York Central depot.

The Atlantique

stands at the corner of Main and Niagara streets.

The Falls Hotel

on Main street near Falls street, all of which will be found first class in all their appointments for the accommodation of the public. On the Canadian side is

The Clifton House

It is situated on the river bank just outside the boundaries of Victoria Park, and its verandas command a fine view of both the great Falls. It is a model hotel and only open during the summer season.

The Niagara River.

The Niagara River, one of the shortest, but one of the most famous rivers in the world, is a part of the system by which the waters of the Great Lakes are carried to the ocean. Its entire length is only 36 miles — 22 miles from Lake Erie to the Falls, and 14 miles from the Falls to Lake Ontario.

The Niagara River is merely one link in the chain which conducts the waters of Lake Superior to the Atlantic. It is called the Niagara River between the two Lakes, Erie and Ontario. When it leaves Lake Ontario, it is the River St. Lawrence, which is 700 miles long, and falls into the Gulf of St. Lawrence.

It is part of the boundary line between the U. S. and Canada as decreed by the treaty of Ghent in 1815. By that treaty, the boundary line runs through the center of the Great Lakes and the deepest channel of the rivers. By this means, over three-fourths of the islands in the River, including all the important ones but one, belong to the U. S. Of these islands, there are in all 36, of which Grand Island is the largest and Goat Island the most famous.

In its course, the River falls 336 feet, as follows: From Lake Erie to the Rapids above the Falls, 15 feet; in the Rapids, 55 feet; at the Falls, 161 feet; from Falls to Lewiston, 98 feet; from Lewiston to Lake Ontario, 7 feet.

Its sources are, Lake Superior, the largest body of fresh water in the world.

	355 miles long,	160 miles wide,	1030 feet deep.
Lake Huron	260 »	100 »	1000 »
» Michigan	320 »	70 »	1000 »
» St. Clair	42 »	15 »	20 »
» Erie	290 »	65 »	84 »

Several smaller lakes, with one hundred rivers, large and small, pour their waters this way, draining a country of more than one hundred and fifty thousand square miles. This is the drainage of almost half a continent, and whose remotest springs are 2000 miles from the ocean.

With such a supply, it is not surprising that the volume of the Niagara River is never noticeably diminished.

Through the mouth of the St. Lawrence, more fresh water pours into the ocean than through the mouth, probably, of any one river in the world.

The Niagara is never frozen over, but is accumulates more ice than any other river in the world.

From records kept, a rise in height of water of one foot at top of Falls, will by actual measurement, raise it 17½ feet below.

The River, within 4 or 5 miles of the Falls, contains some of the best fishing grounds to be found anywhere.

On the surface below the Falls, the current, when the water is smooth, runs on an average about six or seven miles per hour. Sailors say, about 30 or 40 feet deep it runs, at least, 10 or 12 knots.

There is a tradition that there is a periodical rise and fall in the level of the Lakes, embracing a period of 14 years. In 1843, 1857 and 1871 the Niagara River was very low.

On March 29, 1848, a strong East wind drove the water back into Lake Erie. The heavy ice was wedged in at the mouth of the River. This dammed the water up, and soon the River was nearly dry. The rocks under the rapids were bare, and people walked and drove over them. The Falls, of course, shrank to a mere nothing. The next morning, the ice, was forced out, and Niagara resumed its sway, but the sights and the experiences of that day were novel ones.

The average depth of the River from Lake Erie to the Falls is about 20 feet. In some places it is over two miles wide. At the narrowest point, near the Whirlpool, the current is above 40 miles per hour, and at the widest part, about 4 miles per hour.

Between the Falls and the Whirlpool, the depth varies from 75 to 200 feet. At the Whirlpool Rapids, it is estimated at 250 feet; in the Whirlpool, at 400. But is should be recalled that this is the depth of the water alone. The mass of stone, gravel, shale, etc., which in one way and another has been carried into the channel, lies below the water and above the original bottom of the Gorge, which, therefore, is probably as deep again. Various estimates have been given of the amount of water going over the Falls. A point 300 feet wide below the Falls being selected, the delpth estimated, and the velocity of the current known, it was estimated that 1,500,000,000 cubic feet passed that point every minute.

Judge De Veaux estimated that 5,000,000,000 barrels go over every 24 hours; 211,836,853 barrels an hour; 3,536,614 barrels a minute; 58,943 barrels each second.

The Falls are in latitude 43° 6″ north; longitude 2° 5″ west from Washington, or 79° 5″ west from Greenwich.

The name Niagara is supposed to be a contraction of the Indian and *Onia'gahra'h* meaning »thunder of waters«. Others find its

origin in *Onyahrah* meaning neck, and some believe it to be derived from the name of a tribe of Indians who in years gone by dwelt upon the northern bank of the river. The missionaries called these people the *Neuter Nation*, but their Indian name was *Onghiahrahs*.

Geology of Niagara.

Within the memory of men now living the Horse-shoe Fall has receded at its centre over 250 feet.

This naturally prompts the question, where did the retrocession begin? Geologists tell us, and their answer is accepted as conclusive, at the mountain near Lewiston. The whole waters of the lakes there foamed over this dam, which was several miles in width. This accounts for the shells, etc., which have been found on Grand Island, it having been submerged; also for the shells found on the land along the river up stream, shells which enabled Lyell, Hall and others to prove that the Niagara once flowed through a shallow valley.

That it cut the gorge is geologically equally decided. There is no better place to study geology and the strata of rocks than this gorge that Niagara has cut. Not only has the Niagara River cut the gorge; it has carried away the chips of its own workshop. The slate being probably crumbled, is easily carried away. But at the base of the Fall, we find large boulders, and by some means or other they were removed down the River.

The ice which fills the gorge in Winter, and which grapples with the boulders, has been regarded as the transporting agent. Probably it is so to some extent. But erosion acts without ceasing on the abutting points of the boulder, thus withdrawing their support and urging them down the River. Solution also does its portion of the work. That solid matter is carried down is proved by the difference of depth between the Niagara River and Lake Ontario, where the River enters. The depth falls from seventy-two feet to twenty feet, in consequence of the deposition of solid matter caused by the diminished motion of the River. Near the mouth of the gorge at Queenston, the depth, according ot the Canadian Admiralty Chart, is 180 feet; well, within the gorge it is 182 feet.

At the rate of excavation assigned to it by Sir Charles Lyell, namely a foot a year, 5000 years or so will carry the Horse-shoe Fall far higher than Goat Island. As the gorge recedes, it will drain, as it has hitherto done, the banks right and left of it, thus leaving nearly a level terrace between Goat Island and the edge of the gorge. The American Fall will then be transformed into a dry precipice, forming a simple continuation of the cliffy boundary of the Niagara. At the place occupied by the Fall at this moment we shall have the gorge inclosing a right angle, a second whirlpool being the consequence of this.

There is some gradual wearing away of the soft limestone, varying with the volume of water, but every spring the frost and elements accomplish a year's work by breaking off some large pieces, tons in weight. Thus the deeper water, swifter current and greater weight and force of the Horse-shoe Fall cuts the rock away faster than the shallow waters of the American Fall do. All the phenomena point distinctly to the centre of the River as the place of the greatest mechanical energy, and from the centre the vigor of the Fall gradually dies away toward the sides. The horseshoe form, with the concavity facing downward, is an obvious and necessary consequence of this action. Right along the middle of the River, the apex of the curve pushed its way backward, cutting along the centre a deep and comparatively narrow groove, and draining the sides as it passes them.

Prof. James Hall, in his geology of the 4th district of New York state, suggests the possibility of their having been three separate falls, one above the other, when the Falls first began to recede. The face of the gorge from the Falls to Lewiston and along the ridge shows us exactly through what kind of rocks the gorge was cut. Prof. Hall gives these as the strata of the rocks:

1. Niagara limestone.
2. Soft shale.
3. Compact grey limestone.
4. Shale.
5. Sandstone constituting, with Nos. 6, 7 and 8, the Medina group.
6. Shale and marl.
7. Quartz sandstone.
8. Red sandstone.

Navigation of the Whirlpool Rapids.

The first authentic record of anyone making the voluntary effort of safely riding the tumultuous waters of the lower river was when Joel E. Robinson and his two associates, Mc Intyre and Jones, made the trip on the *Maid of the Mist*, June 16, 1861. The boat was libelled and mortgaged to such an extent that the water of the Niagara was figuratively speaking, getting too hot for her. Something had to be done, and it is said Robinson agreed to deliver the boat at Montreal for 500 Dollars.

His offer was accepted, and at 4 P. M. of the day above mentioned, everything having been »battened down«, and made as secure as possible, the little steamer left her moorings with the intrepid Robinson at the wheel. To the surprise of all who looked upon her, instead of heading up the river toward the Falls, her prow was pointed down stream into the Rapids. Shooting forward with almost the velocity of an arrow, for she was under a full head of steam, she plunged through the seething waters to what many felt would be her doom. On and on she went until she was buried from sight in the wild waters and then went up the cry: »She is lost! She is lost!« But the gallant »Maid« rose again minus her smoke stack, and continued down the river in safety. The next to undertake the awful trip was

Captain Matthew Webb

the famous English swimmer and his experiment resulted in his death. Ever since then a great impetous has been given to attempts to pass through the maddening waters in safety. It was on the afternoon of July 24, 1883, that Webb made his fatal trip. On that day true to announcement made Webb left the Clifton House at 4 P. M. and went to the Ferry landing where he entered a small boat and Jack Mc Cloy, then ferryman, now operator of the Inclined Railway in Prospect Park, rowed him down to a point just above the old Maid of the Mist landing, where at 4.25 P. M. he leaped from the boat into the water, and protected by only a pair of red trunks swam beautifully toward the breakers that were to dash his life out. Taking a good strong stroke he passed under the Railway Suspension Bridge at 4.32 P. M. Three minutes later he had reached

the spot where the waves dash highest and where he was last seen. Thousands of eyes watched the surface of the river and Whirlpool most anxiously in momentary hopes of seeing him come in sight, but all in vain. The banks were thoroughly searched without any trace of him being found. The death dealing qualities of the awful rapids had been proven.

The Body Found.

For three or four days after the disastrous attempt opinions widely differed as to the fate that had befallen Webb. Some were bold enough to advance the idea that he had made the trip in safety and that he was being kept in hiding so that friends might make advantageous bets. But this idea was fully eradicated by the finding of the body about mid day July 28, 1883, by Richard Turner, about a mile and a half below Lewiston. The body was interred in Oakwood cemetery.

Carlisle D. Graham.

Notwithstanding the fact that Webb's attempt had been so disastrous, Carlisle D. Graham, a Philadelphia cooper, soon put in an appearance at Niagara and stated his intention to battle with the Rapids in a barrel of his own making. On Sunday afternoon July 31, 1886, Graham made the trip through the gorge to Lewiston in safety protected only by his barrel. His success made him the hero of the day. It was just 3.50 P. M. when the barrel and its human freight was set adrift on the river above the railway bridge. Eight minutes later it was in the Whirlpool and at 4.01 P. M. it passed out of the «pool» into the lower rapids, and at 4.25 P. M. the barrel and its occupant were picked up at Lewiston safe and sound.

Graham's Second Trip.

Given confidence by the success of his first trip Graham advertised that he would make a second trip, on Thursday August 19, 1886, and with his head protruding through the top of the barrel-boat. He kept his word, and again passed through the Rapids unharmed, but only went as far as the Whirlpool when he landed.

His Third Trip

was made on June 15, 1887, and in safety.

His Fourth Trip

was made on August 25, 1889. This time he used a much smaller barrel than on any of his previous trips and passed through the entire length of the gorge to Lewiston.

Graham the Fakir.

By his rapids trips Graham had won much notoriety, and loudly proclaimed his intention to make another effort to pass over the Horse-shoe Fall and live to tell the story. In the summer of 1889 he sent several barrels over by way of an experiment, and all of them but one were lost. After his trip through the rapids on August 25, 1889, he said he intended to go over the Fall in the same barrel. The daily papers of Monday September 2, 1889, contained a story of how he had made the trip in the very early hours of Sunday morning September 1, but it was a fake pure and simple. He did not even attempt the passage of the Falls. Inasmuch as Graham's Rapids trips had always been on the square, Graham's friends were sorry that he degenerated into a fakir.

Before mentioning the other navigators of the Rapids, it may be well to state that

Steve Brodie

is another who claims to have gone over the Horse-shoe Fall on Saturday September, 7, 1850, but like Graham's his was also a faked trip notwithstanding all newspaper reports to the contrary.

Hazlett and Potts.

On Sunday August 8, 1886, George Hazlett and William Potts, of Buffalo, made a trip through the Rapids to Lewiston in a barrel of their own construction.

W. J. Kendall.

A Boston, Mass., policeman swam through the Rapids on Sunday afternoon August, 22, 1886, with only a cork life preserver on. He

went as far as the Whirlpool. Some think Kendall's trip was a »fake«, but the writer has talked with those whom he believes to be straightforward, and who affirm they witnessed the feat.

James Scott

of Lewiston, lost his life in the Rapids below the Whirlpool, on August 19, 1886, the afternoon of Graham's second trip. It is not known whether he intended to go through the Rapids or was drowned while enjoying a swim. At the time he had a life preserver on.

Charles Alexander Percy

is another who has attracted attention at Niagara owing to his daring. On Sunday August 28, 1887, in a boat of his own building, 17 feet long, four feet, ten inches beam, with air chambers at either end, Percy made the trip through the Rapids to the »pool«. On this trip he occupied one of the air chambers. The boat remained anchored in the whirlpool for a month, and on Sunday September 25, 1887, Percy and a companion made the trip from there to Lewiston, Percy being strapped to the seat outside and his friend occupying one of the air chambers.

On September 16, 1888, Percy made a voyage through the waters of the gorge to Lewiston, and lost his boat barely escaping with his life.

Robert William Flack.

Robert William Flack of Syracuse N. Y., is the name of one of the men who have lost their lives in the foolhardy effort to pass safely through the death dealing waters of the Niagara gorge. Flack built a boat, in which he was confident he could make the passage in safety. To attract public attention and interest, by an understanding, C. A. Percy issued Flack a challenge for a race through the whirlpool in their respective boats, which the public were to believe was for a certain monied consideration. The articles or agreement were signed June 21, 1888, and it was understood that Flack was to make a »trial trip« in his craft July 4, 1888. He made the trip and lost his life.

It was 3.02 P. M. when the clinker shaped boat with Flack lashed to the middle seat passed the cantilever bridge. In the trip

through the white capped waters the boat capsized three times, the last time just as it entered the pool, and it did not right itself but floated round and round the pool. Percy witnessed the awful sight from the Whirlpool on the American side. He drove up and across the suspension bridge, and down to the Whirlpool on the Canada side, descended the elevator, climbed along the shore, and swam out into the pool and climbing on the upturned boat paddled it to the shore, where it was righted and poor Flack's lifeless body recovered. The straps had held him so that he could not free himself when his boat did not right itself. All this happened in one hour and ten minutes. Flack was 39 years old, and married.

George Hazlett and Sadie Allen.

This couple journeyed through the Rapids to the Whirlpool together, in the same barrel that Potts and Hazlett made their trip on November 28, 1886. Miss Allen is the only woman who has ever made the trip.

Walter G. Campbell.

Up to the time this book went to press Walter G. Campbell of Youngstown, N. Y. was the last one to make the dangerous trip through the Whirlpool Rapids. It was on Sunday September 15, 1889, that he made his display of nerve and foolishness. His method differed somewhat from those who had preceded him, in that he rode in a clinker boat till it was capsized and he was thrown out to contend with the waves protected by a life preserver. As Campbell passed under the railway bridges he stood upright in the boat using one oar as a paddle, it was then 3. 28 P. M. At the first wave the boat gave a huge plunge, bringing its occupant to a kneeling posture, grasping both sides of the boat, while a dog that accompanied him sat serenely in the bow. Until opposite Smith's elevator the boat kept on its keel, but there it was turned bottom up, and Campbell had to swim. At 3. 32 P. M. he entered the pool, and was carried toward the north shore and along the west side to the point on the Canada side near the entrance when he landed at 3. 40 P. M. just 20 minutes after the start. The dog was lost.

Thrilling Incidents, Accidents, Narrow Escapes, and Suicides that have occurred at Niagara.

In May, 1864, Mrs. Bender, an insane woman leaped into the rapids on the Canada side and was swept over the Horse-shoe Fall. On May, 27, 1839, about 10 A. M, Dr. Hungerford of Troy, N. Y., was killed by a mass of falling rock below the point of Goat Island. It is the only accident of the kind that ever happened at Niagara.

In October 1865 William Duncan undertook to cross the river to Chippawa and was carried over the Falls.

On the evening of July 18, 1853, two men named Hanniman and Avery were carried down the river in a boat. Hanniman went over the Falls, but Avery caught on a rock just above the verge of the American Fall, where he was discouvered about 4 A. M. the following day. Repeated efforts were made to save him and the ropes attached to a boat and a raft that were let down to him became entangled, and rendered them useless; another boat let down about 5 P. M. struck with such force as to knock Avery into the river and he passed over the Fall. Hanniman's body was found July 23; Avery's body was never found.

In September 1866, Daniel Coffa and Henry Husted while boating on the upper river were carried over the Falls.

The northern shore of Luna Island a few feet above the brink, is a spot of mournful memory. On June 21, 1849, the family of Mr. Deforest, of Buffalo, with a friend, Mr. Charles Addington, were viewing the scenery from this point. The party, in fine spirits were about leaving the Island, when Mr. Addington advanced playfully to Miss Annetta, the little daughter of Mrs. Deforest, saying. »I am going to throw you in« at the same time lifting her over the edge of the water. With a sudden impulse of fear, the child sprang from his hands into the River. With a shriek, the young man sprang to save her, but before those on shore had time to speak or move, they had passed over the precipice. The young lady's remains were found the same afternoon in the Cave of the Winds; and a few days afterward, the body of the gallant but fated man was likewise recovered and committed to the village cemetery. This is, perhaps, the most touching casualty that ever occurred at the Falls.

In November 1870, Mrs. Margaret Avery of Chicago suicided by jumping from Goat Island bridge. Insane.

A boat containing C. A. Pierce, Wallace Bellinger and William Flay capsized on the upper river in July 1877. Pierce and Bellinger were drowned. Flay was rescued from the keel of the boat. Pipes Walker, of Niagara Falls, was carried over the American Fall in May 1879, while intoxicated.

Thomas Hilson, of Philadelphia, jumped into the rapids from Luna Island in January 1883, and went over the American Fall. Financial difficulty.

In 1874 William Mc Collough of Niagara Falls, while painting the bridge leading to the second Sister Island, fell into the river. In his passage down stream he caught on to a rock, from which he was rescued by Thomas Conroy the well known guide.

On the afternoon of April 9, 1884, Van R. Pearson and Thomas Vedder two well known citizens of Suspension Bridge went out for a drive. Their not returning alarmed friends who instituted search. About 2 A. M. April 10, the horse and buggy was found on Goat Island near Luna Island, and soon after Pearson's dead body was found on Luna Island with two bullet holes in the head. A portion of Vedder's clothing laid near by. On Thursday June 5, Vedder's body was found in the rocks in front of the Cave of the Winds. They were related as brothers-in-law, and the matter has always been surrounded by deep mystery.

On Thursday July 19, 1888, a sail-boat occupied by W. K. Barber and Mrs. P. J. Tully capsized near the foot of Navy Island. The boat had taken in some water and to aid in bailing it out Mrs. Tully had opened her parasol.

The wind filled the parasol and in an instant the ill balanced craft capsized. They both held on to the upturned boat for a little while, but just before help reached them from S. S. Jewett's yacht "Tintania" Mrs. Tully sank beneath the water. She was 22 years old, and of rare beauty. Her body was found near Grass Island above the Falls.

Francis Abbott, a gentlemanly and accomplished young man of English birth appeared at Niagara June 15, 1829, and became known as the Hermit of Niagara. For nearly two years he led a solitary life, at one time having a hut on Goat Island. It was

his delight to walk back and forth upon a narrow stick of timber that projected beyond the precipice near Terrapin Point. On Friday June 10, 1831, he was drowned while bathing near the foot of what is now the inclined railway. His body was found at Fort Niagara June 21, 1831, and was buried in Oakwood cemetery.

Thomas Hibson, a wool-broker of Philadelphia, Pa., plunged into the Rapids from Luna Island, January 22, 1888. Sunday afternoon, August 1884, a Buffalo man suicided from the Third Sister Island.

Blondin.

This name and that of Niagara are warmly associated and closely linked. In 1859 this daring man crossed the gorge on a rope about one mile below the Falls. In 1860 he stretched the rope across the river over the Whirlpool Rapids just below the Railway Suspension Bridge. He walked this rope on stilts, carried a man on his back and did many other daring feats in full view of an immense throng.

Among those who have done like feats at Niagara are

Maria Spelterina

who in 1876 crossed on a rope at the same place, and also

Signor Belleni.

In 1873, Belleni stretched a rope from opposite the Clifton House to Prospect Park. Walking to the centre of the rope, he three times leaped off into space and sank into the River below, a distance of 200 feet. He had a rubber cord an inch in diameter and twelve feet long constructed, one end being securely fastened to the rope. Holding the other end firmly in his descent the tension served to hold him in an upright position.

But perhaps these three did not do so daring a deed as was that of

Steve Peere

a painter of Drummondville, Ont., who while it was raining hard and the wind blowing crossed the gorge on a wire cable ⅝ of inch in diameter June 22, 1887. Peere's cable still stretches across from cliff to cliff between the Cantilever and Railway Suspension Bridges, and

the visitor will wonder how he ever accomplished the feat. He was found dead on the debris slope beneath the cable June 25, 1887 and it has always been supposed that while under the influence of liquor he had tried to cross the cable and fell off.

Railroads.

The N. Y. C. and H. R. R. R.

Trains of the New York Central Railroad arrive and depart from the depot, corner of Falls and Second-Streets. This is the great four track route through the Empire State and its train service will be found of the best in every way.

The Michigan Central.

The very complete trains on this great road arrive and depart from the New York Central depot. The manner in which they cater to their patrons, makes it a popular route. A solid vestibuled train is run from Niagara Falls to Chicago.

The Rome Watertown and Ogdensburg Railroad.

Trains on this railroad for Oswego depart from the New York central depot corner of Falls and Second streets. Close connections are made from the main line for Rochester, Syracuse, Rome, Utica and other points It is a popular route to the Thousand Islands. Leaving Niagara in the evening you are landed amidst the beautiful scenery of the St. Lawrence in the early morning.

The Lehigh Valley Railroad.

The Lehigh Valley trains run into the Erie station at the corner of Second and Niagara streets. This is the favorite route to Manch Chunk the »Switzerland of America«, Glen Onoko and the Switch Back, also to Ithaca, Tanghannock Falls, Sheldrake and Watkins Glen, the delightful summer resorts on Cayuga and Seneca Lakes. Connections made with the Grand Trunk at Niagara Falls, Ont.

The N. Y. L. E. and W. R. R.

The Niagara Falls New York station of this popular road is situated at the corner of Second and Niagara streets and its trains land the passengers as near to the great Waterfall and Rapids Reserve as any other road. It connects with the Grand Trunk R. R. at Niagara Falls, Ont., and with the steamer for Toronto at Port Dalhousie, Ont.

The Grand Trunk Railway.

The Trains of this road land the passengers at Niagara Falls N. Y., Niagara Falls, Ont., and at Suspension Bridge, N. Y.; they make connection with the New York Central, the West Shore and Rome Watertown and Ogdensburg Railroads at Suspension Bridge, N. Y., and with the New York Lake Erie and Western and Lehigh Valley Railroads at Niagara Falls, Ont.

Quick time is made to Toronto, Montreal, Quebec, Portland and all points East, also London, St. Thomas, Port Huron, Detroit, Chicago and all points West.

Through sleeping Cars from New York, Boston and Buffalo for Detroit, Chicago, and St. Louis. Dining cars on all Express trains.

By Boat to Toronto.

Visitors to Niagara who may desire to go to Toronto, Ont. by boat will find it very pleasant to take the New York Central train to Lewiston and there board the magnificent steamer.

»Cibola« or »Chicora«.

The ride across Lake Ontario is very pleasant and a visit to Niagara is hardly complete without it.

You can also take the Grand Trunk train to Port Dalhousie and then board the palace steamer

»Empress of India«.

The Miller & Brundage Coach Co.,
Limited.

All of the drivers of carriages employed by us are paid a fixed salary, and are under contract as well as strict orders from their employers that they will not receive any commission, neither will they drive our patrons to the various points where commissions are paid, unless specially requested so to do by the patrons.

We desire therefore to bring to the notice of all who patronize our coach system at Niagara Falls that there still exist a few points of interest where commissions are paid to drivers of carriages as an inducement for bringing tourists and strangers to their respective places of bussines.

These commissions range from 25 to 50 per cent., which is taken from you and paid over to your driver in excessive tolls and high prices on goods you purchase at the fancy goods stores, and represent nothing of value, benefit or pleasure to the visitor.

We therefore suggest to all patrons of ours the advisability of seeking instructions at our general office as to the different points of interest to be visited, that you may not be driven to those points where large commissions are paid to drivers of carriages, and at some of those places nothing of interest is to be seen by the visitor.

We have, at a great expense, established here at Niagara Falls a coach system, in connection with our omnibus and baggage express business, which is a new departure in this line, conducted upon a business basis, and intend to reform and improve the methods in vogue here for so many years past.

It is our intention that the methods pursued by us in our business shall never meet with adverse criticism, and that the public will have no opportunity of questioning the manner or motives of either ourselves, our agents, or our employees.

As a part of our coach system here we have a general office where all drivers of our carriages report before taking a party for a drive and where they also report upon returning from such drive.

It is at this office where any complaint may be made, and any grievance on the part of our patrons, against any driver of our carriages, either for incivility, overcharge, or imposition of any character, will be cheerfully received, and carefully inquired into.

It is our intention to build up our coach system here on a foundation of honesty, business-like methods, and fair dealing, that will give it credit, reputation and good character wherever known.

Very Truly, etc.,

The Miller & Brundage Coach Co., Limited.

NIAGARA FALLS, N. Y.

Agents of this Company are to be found on all trains and at the railroad stations, and will inform travelers as to the time and cost of seeing all the Points of Interest about the Falls and Whirlpool.

Mr. Geo. H. Burrows, Sup't Western Division New York Central & Hudson River Railroad, regards this system as the most admirable and satisfactory of any which have come under his notice.

Places of Interest.

In and about Niagara Falls, which are free, and at which an admission fee is charged, and their respective charges:

Goat Island.	American Fall.
Bath Island.	Centre Fall.
Luna Island.	Queen Victoria Park.
Biddle Stairs.	Table Rock.
Terrapin Rocks.	Lundy's Lane.
Hermit's Cascade.	Lewiston Mountain, 7 Miles.
Three Syster Islands.	The Devil's Hole, 4 Miles.
Horseshoe Fall.	Brock's Monument, 8 Miles.
Prospect Park.	Fort Niagara, Mouth of River, 14 Miles.
Prospect Point.	
Rapids above the Falls.	All free.

Dufferin Island, Carriage toll, 50 cents.

Clark's Observatory and Burning Spring, 50 cents.

Prospect Park, Inclined Railway, 10 cents

New Suspension Bridge, 25 cts. for Passenger, and Carriage to 25 cents.

The Railway Susp. Bridge, 10 cents Carriage toll, 75 cts.

Whirlpool, 50 cents.

Whirlpool Rapids, 50 cents.
Cycloramas, 35 cents.
Museum, 50 cents.
Burning Spring, 50 cents.

Reduced rates to patrons of Miller and Brundage's Carriages.

Railway Susp. Bridge, Carriage toll free.

Whirlpool, 25 cents.

Whirlpool Rapids, 25 cents.

The historic Niagara Falls hackman is now only a tradition. His career of insolence, rapacity and plunder is ended. To the great law of evolution — the survival of the fittest — he succumbed, and has passed with his wreck of a vehicle and broken down steeds into "innocuous desuetude." All that now remains of this spook of the Cataract is a spectral memory.

The carriage service for extortion only was dealt a death-blow four years ago when the firm Miller & Brundage was formed with the avowed purpose of correcting the notorious evils of the system. Vehicles of the most modern and elegant design, drawn by well-groomed horses in charge of courteous uniformed drivers, a reasonable schedule of rates, and a central office for the investigation of complaints, were the elements and weapons of reform. The opposition was violent and determined, but it was a war of extermination, and the Miller & Brundage Coach Company (Limited) are now the recognized masters of the field. Niagara Falls at last numbers among its attractions an ideal carriage service.

As others see us

No pleasure resort in Christendom, either inland or seaside, has suffered in reputation to such a degree during the past 25 years as Niagara Falls. The main reason for the objectionable notoriety which this resort, both at home and abroad, is the carriage service which has prevailed at the Falls.

In 1887 the firm of Miller & Brundage was organized to carry on a coach, omnibus and baggage express business at Niagara Falls, and the systematic and business-like methods adopted, together with the elegant and modern style of carriages and the beauty of the well-cared-for horses brought about the natural result.

In 1899 the business had increased to such proportions that the firm of Miller & Brundage was dissolved, and the Miller & Brundage Coach Company (Limited) was organized and incorporated under the laws of the State.

The old system in vogue here prior to the establishment of this corporation was without form or organization. In many cases the visitor at Niagara would go away impressed with the belief that he had been the subject of imposition.

The Miller & Brundage Coach Company have perfected arrangements by which one of their agents can be found on all incoming trains to Niagara Falls, who will attend to the transfer of baggage to any hotel or residence, and give information desired relating to the various points of interest in and about Niagara. This company also has an office in each of the principal hotels, from which carriages and coaches of every description can be procured, and likewise tickets of admission to all the different points of interest where admission fees are charged, at one half the regular rates.

The charges made by this company for carriage service, for the transfer of baggage, and for omnibus hire, are moderate and uniform, and the establishment of a general office where all drivers of their carriages are obliged to report before and after each drive, and where any grievance or complaint on the part of a patron against any driver for incivility, attempted imposition or overcharge may be reported, is a feature of this company's system which has very materially aided in the establishment of their large and prosperous business.

It is by the adoption of such methods and by fair dealing that this company has attained its present high standing, and the excellent reputation now enjoyed by it will be maintained, to the mutual benefit of the Miller & Brundage Coach Company and its patrons. — *From Niagara Falls Gazette.*

Niagara Falls Distance Table.

From the Leading Hotels on the American Side.

Around Goat Island	1½ miles.	To Table Rock (via New Suspension Bridge)	1¼ miles.
" Prospect Park	½ "	" Burning Spring (via New Suspension Bridge)	2½ "
To New Suspension Bridge	¼ "	" Brock's Monument (Queenston Heights)	7 "
" Railway Suspension Bridge	2 "	" Lewiston	7 "
" Michigan Central Cantilever Bridge	1¾ "	" Mouth of the River	12 "
" Whirlpool Rapids	2½ "	" Tunnel Co's Mill Sites	1½ "
" Whirlpool	3 "		
" Devil's Hole	3½ "		

All these points of interest can be reached by carriage over superb roads.

To the visitor who can remain at Niagara Falls only a day or two, a carriage is a necessity. To visit all the leading points of interest on foot would require a walk of over 100 miles. Among the objects and views which no one can afford to miss is the American Fall, 800 feet long and 160 feet high, as seen from Prospect Park, the Inclined Railway, the unique and grand scenery of the virgin forest on Goat Island and the island groups around it, the broad quiet river above the town, the rippling cascades, the mighty sweep of the rapids above the falls, the picturesque American shore, the site of the great tunnel-power project, the upper Suspension Bridge, the beautiful Victoria Park, the matchless Horseshoe or Canadian Falls, 3,000 feet wide and 160 feet high, Cedar Island with its picturesque nooks and lovely woodland scenery, the great cantilever railroad bridge, the historic lower Suspension Bridge, the foam-covered river below the Falls, the Whirlpool Rapids as they dash along with resistless sweep 200 feet below the bank, the great maelstrom itself, and the rapids rushing through the narrow defile below the cliffs to the broad waters of Lake Ontario. And if, after all these points have been visited, the visitor should turn his attention to the historic region of Lewiston, on Queenston

Heights, six miles below the falls, is the famous Brock's monument, 185 feet in height, while all the surrounding country is rich in reminiscences of the War of 1812.

C. W. MILLER'S

BUFFALO CARRIAGE SERVICE.
BUFFALO BAGGAGE TRANSFER.
UNION TICKET OFFICE.

C. W. Miller's Elegant Coaches and Coupés meet all incoming trains at all the Buffalo depots. Omnibus service to hotels.

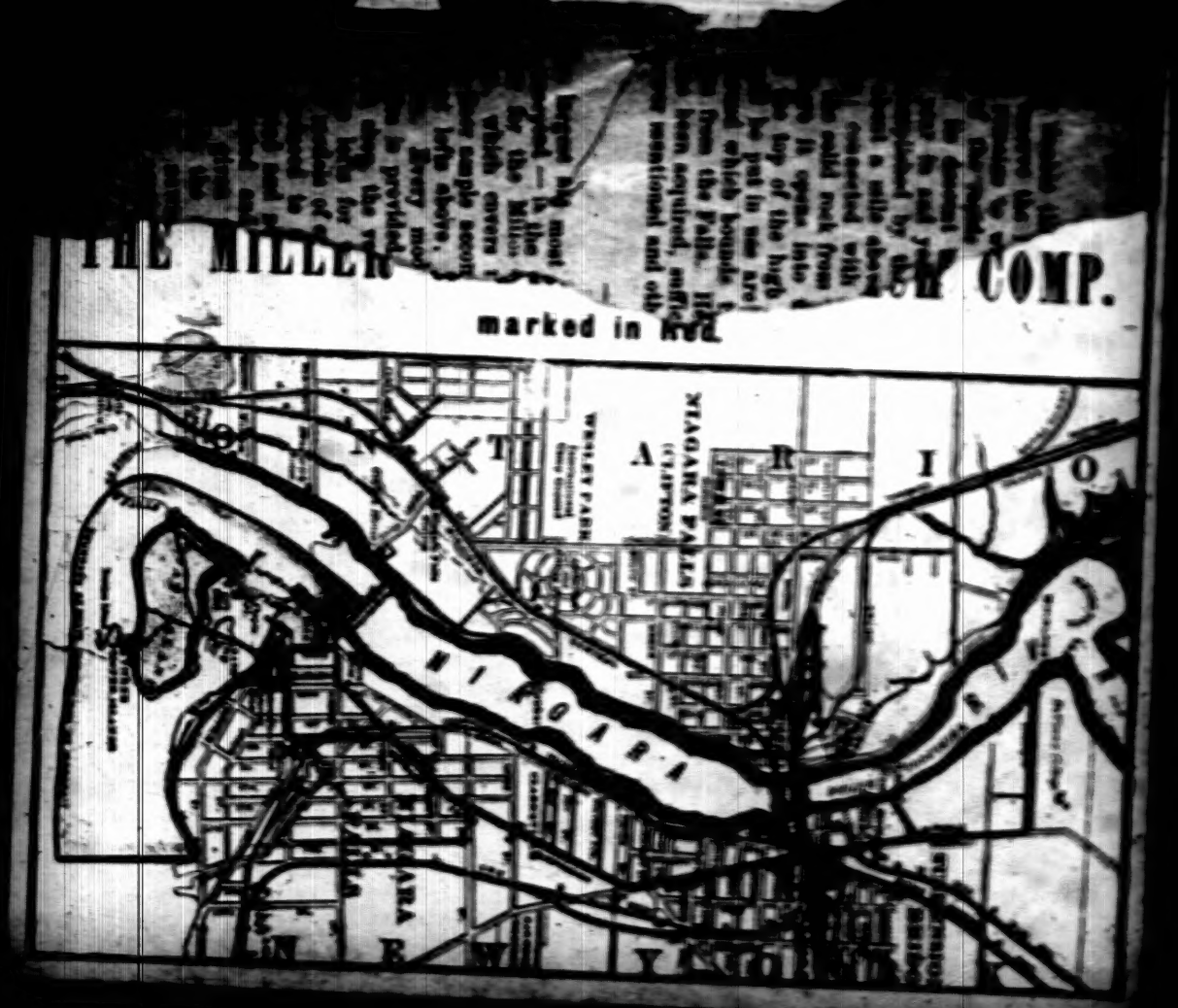
Baggage Transfer, 25 cents for each piece. C. W. Miller's uniformed agents check baggage on trains or at depots, to hotels or houses in any part of the city. Baggage checked to hotels or houses through to destination.

Railroad and Steamboat Tickets to all points in the United States and Canada for sale at C. W. Miller's Union Ticket Office, No. 387 Main Street.

C. W. MILLER.

Telephone:
General Office, 1319.
Union Ticket Office, 1319.
Pearl Street Stable, 435.
Delaware Avenue Stable 1341.

One of the greatest works of modern engineering, the development of 120,000 horse power, by means of a system of canals, gates and tunnels, is now being pushed forward, with all possible celerity, by the Niagara Falls Tunnel and Water Power Co. Niagara Falls is a natural dam, over whose crest is discharged the surplus water of the most magnificent series of lakes in the world, comprising Lake Superior, Lake Michigan, Lake Huron, Georgian Bay and Lake Erie, a total of [illegible] square miles of water surface, into which is drained [illegible]


THE MILLER
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NIAGARA
NIAGARA FALLS
NIAGARA

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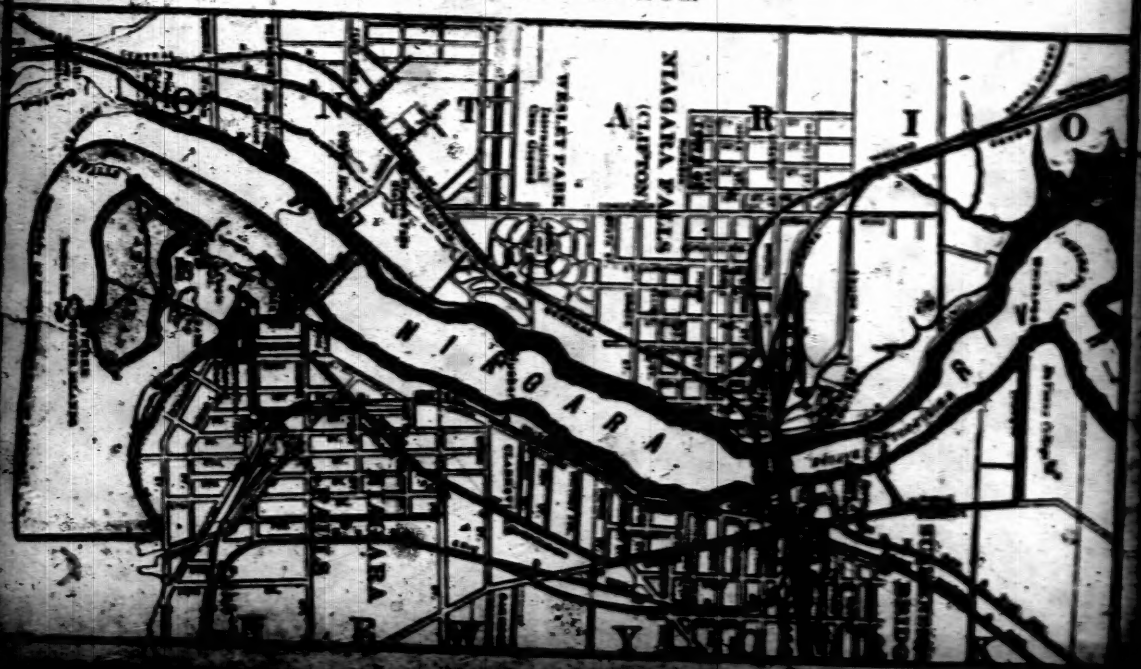
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